
NAVAL HISTORY SOCIETY
INCORPORATED 1912

MOUNT UNION COLLEGE
LIBRARY

Book No. 973.7S-F791t
Accession No. 34597
Gift of Mr. + Mrs.
H. E. Russel
Fund



Digitized by the Internet Archive
in 2023 with funding from
Kahle/Austin Foundation

https://archive.org/details/confidentialcorr0000foxg

THE SECRETARY OF THE NAVAL HISTORY SOCIETY
CERTIFIES THAT THIS COPY OF THE CONFIDENTIAL
CORRESPONDENCE OF GUSTAVUS VASA FOX IS

No. 1034.

OF TWELVE HUNDRED COPIES, PRINTED FOR THE
SOCIETY ONLY

THE NAVAL HISTORY SOCIETY

INCORPORATED BY ACT OF CONGRESS

AUGUST 21, 1912

OFFICERS
1918

PRESIDENT
ROBERT M. THOMPSON

VICE-PRESIDENT
JAMES BARNES

SECRETARY AND TREASURER
ROBERT W. NEESER

LIBRARIAN
MARIE BAYLESS

BOARD OF MANAGERS
REAR ADMIRAL F. E. CHADWICK, U. S. N.
GRENVILLE KANE
WILLIAM S. LLOYD
CHARLES A. MUNN
FRANKLIN D. ROOSEVELT
HERBERT L. SATTERLEE
ROBERT S. SLOAN
REAR ADMIRAL C. H. STOCKTON, U. S. N.

PUBLICATIONS

OF THE

NAVAL HISTORY SOCIETY

VOLUME IX

CONFIDENTIAL CORRESPONDENCE
OF
GUSTAVUS VASA FOX



G. V. Fox.
Asst. Secy
1861–66

CONFIDENTIAL CORRESPONDENCE

OF

GUSTAVUS VASA FOX

ASSISTANT SECRETARY
OF THE NAVY

1861–1865

EDITED BY
ROBERT MEANS THOMPSON
AND
RICHARD WAINWRIGHT

VOLUME I

NEW YORK
PRINTED FOR THE NAVAL HISTORY SOCIETY
BY THE DE VINNE PRESS
M DCCCC XVIII

973.75
F 791t

Copyright, 1920, by
THE NAVAL HISTORY SOCIETY
34597

CONTENTS

PREFACE xiii

ATTEMPTED RELIEF OF SUMTER. BEGINNING OF GUSTAVUS V. FOX'S SERVICE IN THE NAVY DEPARTMENT, 1861 1

CORRESPONDENCE BETWEEN G. V. FOX AND S. F. DUPONT, SOUTH ATLANTIC BLOCKADE AND CHARLESTON EXPEDITION, AUGUST 9, 1861, TO APRIL 2, 1863 47

LETTERS OF L. M. GOLDSBOROUGH TO G. V. FOX, ORGANIZING EXPEDITION AGAINST ROANOKE ISLAND AND IN THE SOUNDS, NOVEMBER 8 TO DECEMBER 29, 1861 199

CORRESPONDENCE BETWEEN G. V. FOX AND L. M. GOLDSBOROUGH, JANUARY 23 TO JUNE 16, 1862 229

CORRESPONDENCE BETWEEN G. V. FOX AND D. G. FARRAGUT, WEST GULF BLOCKADE, JANUARY 18, 1862, TO OCTOBER 19, 1864 293

MISCELLANEOUS LETTERS, 1861–1862 355

ILLUSTRATION

PORTRAIT OF GUSTAVUS VASA FOX
(TAKEN FROM A PHOTOGRAPH)
Frontispiece

PREFACE

THE letters printed herein are selected from the "Fox Papers," whose publication has long been hoped for by the "Navy." Mrs. Fox, by her will, left these papers to her nephews, Woodbury, Montgomery and Gist Blair, who have wisely retained them until the opinions as well as the deeds of the men who controlled the sea for us in the fateful years from '61 to '65, have become history.

The Messrs. Blair have given the Naval History Society the privilege of publishing these letters, and to us has been entrusted the duty of selecting from the papers those that should be published at this time. The unpublished letters can be consulted by students of history in the Library of the Naval History Society.

We were instructed to prepare two volumes, but we have found it impossible to compress the wealth of material in our hands into so small a space. Thus the editors have prepared three volumes. In the collating of the original papers, and in the editing, great assistance has been rendered by Miss Marie Bayless, the Librarian of the Society.

As the accomplished editor of the "Spencer Papers," published by the Navy Records Society of London, well says:

"The process of arranging the papers for publication was attended with the usual difficulties. A simple chronological presentation would have been easy

enough, but would scarcely have served the purpose for which the Society exists. If such papers are to be of real and general service in illustrating the principles of naval and maritime warfare, an arrangement by subjects is imperative. At the same time, if the chronological arrangement is ignored altogether, the mutual reactions of the various theatres of operation are lost and it becomes difficult to see the war, to which the papers relate, as a whole, every part of which necessarily deflected or assisted every other part. An attempt therefore at a compromise has been made by grouping the papers under selected subject-heads and arranging these groups as far as possible in their proper sequence."

The letters published in this volume were written to Fox and by him while he was Assistant Secretary of the Navy. We have grouped together those describing or referring to the operations of the different fleets, under the name of the Flag Officer commanding, leaving a part of each book for specimens of Fox's miscellaneous correspondence, of which there is an enormous bulk. The writers were leaders in the Cabinet, the Senate, the Army and Navy and civil life. Many of them were Fox's shipmates when he was in the Navy. Nearly all were intimate friends, and their letters, written in the confidence of personal intimacy, express the opinions of the writers as no official report could. They wrote about great men and events with much freedom. Their opinions, founded, as they often were, on mistaken or insufficient information, were in some cases wrong, but what these men thought then, is history now.

Letters in each group are arranged chronologically, so that the reader can readily grasp the multitude and variety of questions that were presented daily to Fox for consideration and decision.

Gustavus Vasa Fox had, amongst the men of his day, the reputation of being a great man, yet he occupied a minor position, and the only expedition that he commanded—namely, the expedition for the relief of Fort Sumter—failed, although through no fault of his own. Other expeditions that he planned, and which he hoped would accomplish great things, failed also. The monitors, which he did so much to perfect, did not accomplish what he expected of them, largely due to lack of good material and competent workmen to produce them.

Like his great namesake, Charles James Fox of England, he was so busy doing things that he had little time for writing things, so unfortunately we have very few of his letters, but every one that we have is evidence that his friends were right, and that he was a great man. His letters to his wife are the letters of an ardent lover. His letters to politicians show that he was more than a politician: he was a statesman. His letters to Naval Officers show that he was a seaman, full of all the knowledge of the sea and its ways. His letters to the Superintendent of the Naval Academy show that he inspired much of the method and the training that has given us that fine body of men—the graduates of the U. S. Naval Academy. It was Fox who first suggested eliminating rum from the seaman's rations; it was Fox who inspired naval architects to consider beauty in their designs for men-of-war as well as utility. His letters to Ericsson and Steimers show that he was a great engineer, not only with the imagination of the inventor, but with the practical capacity of the mechanical engineer.

And the man to whom Lincoln, Seward, Blair, Welles, Farragut, Porter, Dupont, Goldsborough,

Davis, Dahlgren, McClellan, Bache, Barnard, Burnside, Butler, Grimes, Forbes and many other men prominent in every walk of life wrote, as a friend and trusted adviser, must have had that quality which we call greatness.

ATTEMPTED RELIEF OF SUMTER
BEGINNING OF GUSTAVUS V. FOX'S SERVICE
IN THE
NAVY DEPARTMENT
1861

GUSTAVUS V. FOX
ASSISTANT SECRETARY OF THE NAVY

Born in Saugus, Mass., June 13, 1821
Died in New York City, October 29, 1883

January	12, 1838	Appointed Midshipman.
	1840–1	Sloop *Cyane* in the Mediterranean.
	1842	Receiving ship *Boston.*
	1843	Sloop *Saratoga* on coast of Africa.
	1844	Naval School, Philadelphia.
	1845	Passed Midshipman, sloop *Preble.*
	1846	Waiting orders.
	1847	Brigantine *Washington,* Coast Survey.
	1848	Sloop *Plymouth,* East Indies.
	1849	Acting Lieutenant, sloop *Plymouth,* E. Indies.
	1850	Sloop *Plymouth,* East Indies.
	1851	Brig *Dolphin,* East Indies.
	1853	Leave.
	1853	Mail steamer *Ohio.*
	1854	Mail steamer *Ohio.*
	1855	Mail steamer *George Law.*
	1856	On furlough; resigned, July 30, 1856.
May	9, 1861	Chief Clerk, Navy Department.
August	1, 1861	Appointed Assistant Secretary of the Navy by President Lincoln.

On May 16, 1866, Congress passed a joint resolution relative to the attempted assassination of the Emperor of Russia and appointed a Commission to convey to the Emperor congratulations on his escape. The Hon. Gustavus Vasa Fox, Assistant Secretary of the Navy, was delegated to head this Mission.

May	22, 1866	Resigned Assistant Secretary of the Navy.
May	31, 1866	Reappointed Assistant Secretary of the Navy.
June	5, 1866	Sailed for Europe.
November	26, 1866	Expiration of appointment as Assistant Secretary.
December	13, 1866	Returned from Europe.

Assistant Secretary Fox requested that he be sent in a monitor, a class of vessels which had never yet crossed the Atlantic. The *Miantonomah,* a two-turret monitor, was chosen for the service.

[GENERAL SCOTT TO G. V. FOX]

Washington, Jan. 30, 1861.

Confidential.

Dear Sir:

I have seen your letter to Mr. Blair. Come here as soon as you can.

Yrs. respectfully

WINFIELD SCOTT.

G. V. Fox, Esqr.

[*Envelope endorsed in Mrs. Fox's writing.*—EDS.] "Gen. Scott, Feb. '61. Laid a week in the P.O., and he telegraphed and Gus went on."

[M. BLAIR TO G. V. FOX]

Wash. 31 Jany 61

Dear Fox:

I rec^{d} yours about the Tug of War yesterday and laid it before Gen^{l} Scott, who upon reading it said it had been reported by Blount and your qualifications extolled to the highest degree and that he knew no man in whose judgment of a Sailor he had more implicit confidence than in Blount. I gave him a short sketch of your personal history myself and left the letter. I rather suspect, from what appears in the papers, that there may have been already attempts and perhaps powerful attempts made to relieve Fort Sumpter upon your scheme substantially, that is, by boats from heavier vessels lying out at night. I have some doubt whether

in fact the authorities would not connive at reenforcement made in a manner not to subject them to suspicion of complicity. I cannot think the Gov. of S.C. is at all anxious to drive the Gnl Gov't to an expedition against Charleston involving a great battle between the forces of the North and South to relieve this garrison. It must come to that, if relief is not furnished in the manner you suggest. In a controversy of the sort I refer to, there must be immense destruction of life, and no one can doubt what the ultimate result must be. I can therefore well see that men of forecaste should seek to avoid bringing it to their own doors. I am not sure however that it will not come to that, and it may not in the end be the worst course. The real cause of our trouble arises from the notion generally entertained at the South that the men of the North are inferiors and the rebellion springs altogether from pride which revolts against submission to supposed inferiors. You hear these blusterers say every where that one Southern man is equal to half a dozen Yankees, and that feeling has impelled them to appeal from the Constitutional mode of determining who shall govern, to arms. They will not submit, they say, to mere numbers made up of the *Mudsills,* the factory people and shop keepers of the North. They swell just like the grandiloquent Mexicans. And I really fear that nothing short of the lesson we had to give Mexico to teach the Spanish don better manners, will ever satisfy the Southern Gascons that the people of the North are their equals even upon the field upon which they have now chosen to test the questions. And it is my deliberate opinion that nothing will do so much to secure real and permanent fraternity between the Sections as a decisive defeat on this field. It will show the Southern people that they wholly mistake the quality of the men they are taught by dema-

gogues to despise. Having taught them to respect the North, conciliatory language w^d be listened to as proceeding from kindness of feeling and not from fear and in a short time a better state of feeling w^d grow up than has ever existed between the two Sections.

I do not at all believe in the dissolution of the Union, or that the application of force involving the destruction of life to preserve the Union will so exasperate the Sections as to render reconciliation impossible. On the contrary, I believe that it is necessary to enforce the laws to prevent a deeper contempt falling upon the North than is now entertained by the South, and that having vindicated the laws and secured respect even at the cost of blood, the real good feeling which the people of the North have for the South will work off all bitterness in a short time. In other words, in this, as in all cases, I believe it is wisest and most politic to do exactly right. It is not right to suffer this noble fabric of freedom to be overthrown by demagoguery. It needs but determination in the rulers of the people to maintain and to save it from all its enemies, and with less of blood and treasure than any alarmist will believe. I am for the Union, now and forever, and against all its enemies, whether fire-eaters or abolitionists.

Love to Gin and believe me,

Yrs truly,

M. Blair

[G. V. FOX TO MRS. FOX]

Washington, D. C. 6th Feb. 61

D^r V.

I arrived safely last night and had an interview with the Gen^l who treated me very kindly and spoke of all your Pa's family with great affection. To-day I was to

meet the Sec'y at 11 am, but he wrote a note deferring it until 1 P.M. the hour of closing the mail so I write to my little Y.f. Blair says Anderson's fame will be nothing to mine if I succeed.

All are well here and happy. Min knows nothing of my object but thinks it connected with my steam boating. If your ma don't want me shot she must keep mum. There are spies everywhere and upon every body.

The show baby is really good deal of an institution and looks very much like Woody. Nell and Miss Betty went to a Republican party at Speaker Penningtons. N. dressed in red, looked bravely. Mrs. B. looks better than I ever saw her. Chas is here saving the Union.

I shall leave to-morrow night and reach N. Y. next morning unless I write you to the contrary.

Love to all.

Aff. Gus

[G. V. FOX TO MRS. FOX]

7th Feb., 1861

Dr. V.

I have determined to remain here a day or two longer at the earnest instigation of Aunt Minna—and as Charles will probably return with me.

I think there is a hope that S. Carolina will not attack Sumpter and that reinforcements therefore are unnecessary. I would not trust them but old Buck may know better. My plan will be adopted if it becomes certain that reinforcements must be sent. I had several interviews with the Gen[l], Secy of War and the officer from Sumpter.

Do not expect me until Sunday morning at the farthest.

All send love and your ma is certainly expected—no will not be taken.

Aff Guş

The Union looks better—

[G. V. FOX TO GENERAL SCOTT]

Feb. 8, 1861

The proposition which I had the honor to submit to you fully in person is herewith presented in writing.

Lt. Hall and myself have had several free conferences and if he is permitted by the South C. authorities to reenter Fort Sumpter, Major Anderson will comprehend the plan for his relief.

I consider myself very fortunate in having proposed a project which meets the approval of the Gen[l] in Chief and I ask no reward but the entire conduct of the part exclusive of the armed vessels. The Commander of these should be ordered to cooperate with me by affording protection and destroying their naval preparations near the bar, leaving to me as the author of the plan the actual operations of relief.

I suggest that the Pawnee be immediately sent to the Delaware breakwater to await orders. The H. Lane to be ready for sea, and some arrangement entered into by which the requisite stmr and tugs should be engaged, at least so far as not to excite suspicion.

I should prefer one of the Collins stmrs. They are now being prepared for sea and one of such a size and power as to be able fearlessly to run down any vessels which might attempt to capture us outside by *coup de main*. I could quickly engage one & have her ready to start on 24 hours notice without exciting suspicion.

I shall leave for N. York at 3 P.M. to-day and any communication previous will find me at Judge Blairs.

G. V. F.

P.S. If the Pawnee Pivot gun is landed it should certainly be remounted.

Address Lowe & Blunt F

Mem. for the relief of Fort Sumpter, by G. V. Fox.

Since the repulse of the steamer Star of the West at Charleston it may be assumed that all the channels over the bar are obstructed, but as the bar is more than four miles in length the spaces between these channels are too extensive to be closed. Therefore at high water and smooth sea the bar is perfectly accessible to vessels drawing say seven feet of water. The U. S. has no steamers of this draft. The skillfull officers at Charleston, aware of this fact, will conclude that relief must go in at high water in boats or light draft steamers incapable of bearing a very offensive armament. They will be perfectly prepared for such attempts by arming, and heavily manning all the steamers they possess and at the critical moment will throw themselves alongside the relief vessels and thus jeopardise the movement by the very detention of the conflict. To elude their vigilance or attempt a strategem however ingenious I consider too liable to failure.

I propose to put the troops on board of a large, comfortable sea steamer and hire two powerful light draft New York tug boats, having the necessary stores on board. These to be convoyed by the U.S.S. Pawnee, now at Philadelphia, and the revenue cutter Harriet Lane. (The Pawnee is the only available steam vessel of war north of the Gulf of Mexico; draws twelve feet

of water and has seven heavy guns. As a steamer she seems to be a failure, but may be got ready for this emergency—at least she is, unfortunately, our only resource.) The Harriet Lane I understand to be an excellent and efficient vessel, but either of these steamers alone may be liable to capture, by an overwhelming force.

Arriving off the bar, I propose to examine by day the naval preparations and obstructions. If their vessels determine to oppose our entrance, and a feint or flag of truce would ascertain this, the armed ships must approach the bar and destroy or drive them on shore. Major Anderson would do the same upon any vessels within the range of his guns and would also prevent any naval succor being sent down from the city.

Having dispersed this force, the only obstacles are the forts on Cummings point, and Fort Moultrie, and whatever adjacent batteries they may have, distant on either hand from mid channel about ¾ of a mile. Two hours before high water, at night, with half the force on board of each tug, within relieving distance of each other, should run in to Fort Sumpter.

[*Endorsement*] Proposition of Relief of Fort Sumpter Accepted by the Govt. Mch, 1861.

[G. V. FOX TO MRS. FOX]

Washington D.C.
Mch 19, '61

Dr V.

I am real homesick for the kind company of the dearest wife in the world—the best and the sweetest. But our Uncle Abe Lincoln has taken a high esteem for me

and wishes me to take dispatches to Major Anderson at Fort Sumpter with regard to its final evacuation and to obtain a clear statement of his condition which his letters, probably guarded, do not fully exhibit. I have really great curiosity to see the famous Fort and several of my naval intimates are there in command. Gov. Pickens may turn me back but I think not. I leave this eve and ought to return here Sunday and N. Y. Tuesday or Wednesday. Minna thinks I am going to N. Y. and knows nothing of my visit here, though very inquisitive: be careful in all your letters. Write me Friday or Sat. and tell me how you are and all about the Dr and where you are.

Aff Gus

[GENERAL SCOTT TO G. V. FOX]

Head Qrs. of the Army
Washington, March 19, 1861

Dear Sir:

In accordance with the request contained in a note from the Secretary of War to me, of which I annex a copy, I request that you will have the goodness to proceed to Charleston S.C. and obtain permission, if necessary, to visit Fort Sumter, in order to enable you to comply with the wish expressed in the Secretary's note.

Please, on your return, to report accordingly.

I remain, with high consideration, your
most obedient servant.

Winfield Scott

G. V. Fox, Esqr.

[G. V. FOX TO MRS. FOX]

Washington D.C.
Mch. 27 '61

D. V

"Circumlocution" and delay prevents me going to-day so I write and will not telegraph. There being a Dr Fox in the navy I am not supposed to be the visitor by any of my friends here, though as I told you Nell smoked me out. The Tribune of yesterday has my name in full but in an out of the way place, whilst Dr. Fox of the navy is conspicuous. I hope your Ma got all our things which were lying about every where, slippers under the bureau &c. &c. In the stand of your bureau were bills, receipts &c which ought to be secured. I asked Lowery to give you money to settle up with.

Blair is nearly run to death with office seekers. They left him at 2 this morning and commenced at 8 this morning. The Prest is equally beset. I have seen Abe often, also Mrs. L. She is Lady Like, converses easily, dresses well and has the Kentucky pronunciation like old Mrs. Blair. Higbee is appointed a marine officer. Morse is to have the P.O. at Portsh and Tallock, Gov. Goodwin's Secy, is to be Collector. Nell is mighty indignant that Spalding and Laighton are out. Probably something else will be offered them, though I don't know.

[G. V. FOX TO M. BLAIR]

N. York
31 Mch. '61

Dr Judge,

I saw Mr. Aspinwall yesterday and in the evening met him and Capt. Marshall. From being for a long time most earnest in this matter, they are now astonished at the idea of Govt attempting it declaring that the time has past and that the people are reconciled to leaving this position and making the stand on Pickens &c. &c. &c. We argued the point till midnight. They propose making no move till Tuesday on account of the loan, promising that they can get me ready in time after that. I really think they doubt my word in the matter. I hope orders to the proper party for making the contracts will be sent at once. I had no chance to say to Mr. Welles that the heaviest howitzers must be put on the men of war for use in the tugs. The vital point in my opinion is a naval force that can destroy their naval preparations. All else is easy. Como Stringham is the person for the Sec'y to consult. The tugs may be obliged to go in and grapple with the enemy and the naval force must be sufficient, beyond a doubt, to accomplish it. I only suggested the three vessels as being all that were available. The navy will answer that this force is all right. I am sure of all else. I shall take ten boats in the Baltic so as to use either them or the tugs, as circumstances may require. I wish copies of the latest letters from Major Anderson, say since my visit, may be sent me, where there is any reference to matters. You have no idea of the fears existing

with these gentlemen and I am not sure that they will decline all participation. So fall away, in the hour of peril, hands and hearts that should stand by our Govt. I am real heart sick, not discouraged, at the delays, obstacles and brief time allowed for a vital measure that should have had months' careful preparations.

I called upon Mrs. Anderson. She showed me a private letter from her husband where he writes, "I have just rec^{d} a letter from Gen^{l} Beauregard wherein he says Col Lamon told Gov. Pickens that in a few days I (Major A) would be transferred to another place."

Write or telegraph me at once, 77 Nassau St. care of Lowery.

Sincerely yrs

G. V. Fox.

[G. V. FOX TO M. BLAIR]

Sunday, P.M.
31 Mch. '61

D^{r} Judge.

I am writing this at Mr. Aspinwall's house. He has just had an interview with Capt. Marshall who declines to have anything to do with the matter. This is serious as he was expected to obtain all the provisions in what is called the desiccated form. These would occupy only half the space of others, could all be carried in bags, in the boats, facilitating the landing and giving the garrison, always, fresh provisions. Ships out of N. Y. now use them. Mr. Aspinwall says we can have the Baltic but he is evidently very averse to the movement. He is now writing and will send on a special messenger who takes this. I also wrote you by

mail this morning. Mr. A. and Capt. M. say the loan would not be taken if this news leaked out which it will not here. Verbal orders having been given to me, which cannot be carried out, now Marshall declines, without placing me in immediate prominence. I give you the earliest information, that the War Dept. may give the necessary orders, which they can give Tuesday noon after the loan bids are received. All the desiccated meats &c are put into a size that will allow them to be bagged in common gunny bags of 2½ bushel size. We can also put coal into bags as we go down.

The Baltic's ten boats will hold all the men and the Provisions, in this form,—but in the ordinary form, i.e. salt, not one half. No flour should be sent, only bread. So we could use tugs or boats. Perhaps both.

The arguments of opposition to this act of solemn duty are all political. Capt. Marshall has been in Washington for two weeks and wishes to know if Mr. Seward goes for it. His only fear of success is the impossibility of getting their tugs out of the way—not difficult with an efficient naval force. Then the whole thing is child's play. I feel like abandoning my country, moving off somewhere. I am sick down to my heel.

The Baltic can be got ready in three days. Be particular about the provisions—desiccated and to go in bags, which can be done in the Baltic on the way down.

Has Major A. a range for burning wood or coal at the fort. This is important. I expect to hear from you at the earliest moment. Mr. A has written to the Pres[t] advising no movement until the loan is taken and sends it with this note.

Very sincerely

G. V. Fox

[PRESIDENT LINCOLN TO COMMANDANT NAVY YARD, BROOKLYN]

[Telegram—Copy] Washington D. C.
April 1st, 1861
Rec'd. Brooklyn, 6.50 p.m.

Commandant of the
Navy Yard.

Fit out the "Powhatan" to go to sea at the earliest possible moment, under sealed orders. Orders by a confidential messenger go forward to-morrow.

ABRAHAM LINCOLN.

Washington,
Executive Mansion,
1st, Apl, 1861.

All officers of the army and navy to whom this order may be exhibited, will aid by every means in their power, the expedition under the command of Colonel Harvey Brown, supplying him with men and material, and cooperating with him as he may desire.

(Signed) ABRAHAM LINCOLN.

Extract from Col. Brown's instructions.

The naval officers in the Gulf will be instructed to cooperate with you in every way in order to insure the safety of Fort Pickens, Fort Jefferson and Fort Taylor.

Approved
(Signed) ABRAHAM LINCOLN

[M. BLAIR TO G. V. FOX]

Dear Fox

I have yrs of yesterday. The President wishes you to come here to shape the orders. I will write to Gnl Cameron who is now at Harrisburg to return immediately. You will have time enough to organize the expedition by coming on tomorrow night and returning Wednesday or Thursday night.

Yrs truly

BLAIR

Washington, April 1, 1861

[GIDEON WELLES TO S. L. BREESE]

[Telegram—Copy] Washington, D.C.
April 1st, 1861.
Rec'd. Brooklyn 4 10 p.m.

Commodore S. L. Breese
Navy Yard

The Department revokes its orders for the detachment of the officers of the "Powhatan" and the transfer and discharge of her crew. Hold her in readiness for sea service.

GIDEON WELLES,
Secretary Navy.

[GIDEON WELLES TO COMMANDANT NAVY YARD, BROOKLYN]

[Telegram—Copy] Washington April 1st 1861
Rec'd. Brooklyn, 6.30 p.m.

Commandant, Navy Yard.

Fit out the Powhatan to go to sea at the earliest possible moment.

GIDEON WELLES,
Secretary of the Navy.

[A. H. FOOTE TO SECRETARY OF THE NAVY]

[Telegram—Copy] Brooklyn, April 1st, 1861.

Secretary of the Navy,

The "Powhatan" after landing her stores went out of commission at two o'clock. Crew on board the "North Carolina," officers mostly left with their leaves of absence. I shall agreeably to the last orders refit the "Powhatan" for sea, with quickest dispatch. As there will be but few men left not wanted for the "Powhatan," I shall not send the men to Norfolk in the chartered steamer, but remain ready to send them in the "Harriet Lane," if so ordered.

A. H. FOOTE,
For Commandant.

[M. BLAIR TO G. V. FOX]

Dear Fox

I wrote by mail just now telling you to come on as the President wishes to consult you about the shape of the orders. I think you could come here tomorrow

night and go back probably on the next day and have time to organize afterwards.

Yrs truly M. BLAIR

Apl 1, 1861

[G. V. FOX TO GOV. PICKENS AND CAPTAIN JACKSON]

F. W. Pickens, Gov. S. C. [April 12, 1861]

Sir

The U. S. Govt has directed me to deliver a quantity of provisions to Major Anderson at Fort Sumpter, due notice of which has probably been given to you by special messenger from Washington.

Accordingly I send herewith the first load. If your batteries open fire it will be upon an unarmed boat, and unarmed men performing an act of duty and humanity.

G. V. FOX
In charge of Transport

Herewith I commence sending you the subsistence entrusted to my charge to be delivered at Fort Sumpter.

Capt. Daniel Jackson
Pilot—

Sir—

I send you to Fort Sumpter with a load of provisions to be delivered with a letter to Major A. when you will immediately return. If you are fired upon going in, turn back at once. If any one opposes your entrance deliver to that person the letter addressed to Gov. Pickens and return—if your entrance is still opposed.

Very truly, G. V. FOX.

[G. V. FOX TO DR. LOWERY]

Washington D.C.
Ap. 3d 61

Dr Lowery—

My expedition is ordered to be got ready, but I doubt if we shall get off. Delay, indecision, obstacles.

War will commence at Pensacola. There the Govt is making a stand and if they fire upon reinforcements, already ordered to land, Fort Pickens and the ships will open upon the whole party.

Shall leave here tomorrow afternoon. Love to all.

Truly
G. V. Fox

[A. H. FOOTE TO GIDEON WELLES]

[Copy]

Navy Yard
New York
April 4/61

Sir:

Captain Meigs has called on me with a letter showing his authority from the government to have certain preparations made and things placed on board of vessels soon to go to sea, about which you are familiar; but as the orders do not come direct I make this report, but as no time is to be lost I am preparing what is called for and report my action.

I have the honor to be
in great haste Yr Obdt Servt,
A. H. Foote
For Comdt.

Hon: Gideon Welles
Sec'y of the Navy
Washington D. C.

[L. THOMAS TO COL. D. D. TOMPKINS]

War Department,
Adjutant-General's Office,
Wednesday April 4th, 1861.

Col. D. D. Tompkins,
Asst-Quartermaster
New York.

Sir:

By direction of the War Department, you will charter such vessels as Captain G. V. Fox the bearer of this, may designate, for such times and with such supplies, as he may indicate.

I am, Sir, very resp'y your ob't serv't,

L. THOMAS,
Adjutant General.

[SIMON CAMERON TO G. V. FOX]

War Department
Washington, April 4, 1861

Sir,

It having been determined to succor Fort Sumter, you have been selected for this important duty. Accordingly you will take charge of the transports provided in New York, having the troops and supplies on board, to the entrance of Charleston Harbor, and endeavor, in the first instance, to deliver the subsistence. If you are opposed in this you are directed to report the fact to the Senior Naval officer off the harbor, who will

be instructed by the Secretary of the Navy to use his entire force to open a passage, when you will, if possible, effect an entrance and place both the troops and supplies in Fort Sumter.

I am sir,
Very Respectfully Your obt. servt.
SIMON CAMERON
Capt. G. V. Fox Sec'y of War.
Washington D. C.

[SIMON CAMERON TO G. V. FOX]

Will Mr. Fox call on me for a moment after he has rec'd his orders from Gnl Scott

SIMON CAMERON
Mr. Fox April 4/61

[GENERAL SCOTT TO LT.-COL. H. L. SCOTT]

[Copy]

Headquarters of the Army,
Washington April 4th, 1861.

Confidential.

Lieut.-Col. H. L. Scott,
Aid-de-Camp, etc. etc.
Sir:

This letter will be handed to you by Captain G. V. Fox, ex officer of the navy, and a gentleman of high standing as well as possessed of extraordinary nautical ability. He is charged by high authority here with the command of an expedition (under cover of certain ships of war) whose object is to reenforce Fort Sumter. To

embark with Captain Fox you will cause a detachment of recruits, say about two hundred, to be immediately organized at Fort Columbus with a competent number of officers, army ammunition and subsistence; a large surplus of the latter, indeed, as great as the vessels of the expedition will take, with other necessaries will be needed for the augmented garrison of Fort Sumter. The subsistence and other supplies should be assorted like those which were provided by you and Captain Ward of the navy, for a former expedition. Consult Captain Fox and Major Eaton on the subject, and give all necessary orders in my name to fit out the expedition except that the hiring of the vessels will be left to others.

Some fuel must be shipped. All artillery implements, fuses, cordage, slow match, mechanical levers and guns, etc., etc. should also be put on board.

Consult also if necessary (confidentially) Colonel Tompkins and Major Thornton.

Respectfully yours,

WINFIELD SCOTT

[A. H. FOOTE TO GIDEON WELLES]

[Telegram] New York, April 5, 1861

To Hon. Gideon Welles
Secretary of Navy

I am executing orders received from the Government through the Navy officer as well as from the army officer. Will write fully, if possible, to-day—certainly to-morrow. I hope the Powhatan will sail this evening.

A. H. FOOTE
for Commandant.

[GIDEON WELLES TO CAPT. FAUNCE]

Navy Department, April 5th, 1861.

Capt. Faunce, Commander of U.S.
Revenue Steamer "Harriet Lane"
New York.

Sir:

The revenue steamer "Harriet Lane," having been temporarily placed under the orders of this department, you will proceed with her from New York in time to appear off Charleston bar, ten miles distant from, and due east of, the lighthouse, on the morning of the 11th instant, where you will report to Captain Samuel Mercer of the "Powhatan," for special service. Should he not be there, you will await his arrival.

Very resp'y, your obt. servt.

GIDEON WELLES
Secy of the Navy.

[GIDEON WELLES TO SAMUEL MERCER]

Navy Department
April 5th, 1861.

Captain Samuel Mercer
Com'dg. U.S.S. Powhatan, New York.

The United States steamers "Powhatan," "Pawnee," "Pocahontas," and "Harriet Lane" will compose a naval force under your command to be sent to the vicinity of Charleston S. C. for the purpose of aiding in carrying out the objects of an expedition of which the War Department has charge.

The primary object of the expedition is to provision Fort Sumter, for which purpose the War Department will furnish the necessary transports. Should the authorities of Charleston permit the Fort to be supplied, no further particular service will be required of the force under your command; and after being satisfied that supplies have been received at the Fort, the "Powhatan," "Pocahontas" and "Harriet Lane" will return to New York and the "Pawnee" to Washington.

Should the authorities at Charleston, However, refuse to permit or attempt to prevent the vessel or vessels having supplies on board from entering the harbor, or from peaceably proceeding to Fort Sumter, you will protect the transports or boats of the expedition in the object of their mission, disposing of your force in such manner as to open the way for their ingress and afford, so far as practicable, security to the men and boats, and repelling by force, if necessary, all obstructions toward provisioning the Fort and reinforcing it; for in case of a resistance to the peaceable primary object of the expedition a reenforcement of the garrison will also be attempted. These purposes will be under the supervision of the War Department, which has charge of the expedition. The expedition has been intrusted to Captain G. V. Fox, with whom you will put yourself in communication and cooperate with him to accomplish and carry into effect its object.

You will leave New York with the "Powhatan" in time to be off Charleston bar, ten miles distant from and due east of the lighthouse, on the morning of the 11th inst., there to await the arrival of the transport or transports with troops and stores. The "Pawnee" and "Pocahontas" will be ordered to join you there at the time mentioned, and also the "Harriet Lane," which

latter vessel has been placed under the control of this department for this service.

On the termination of the expedition, whether it be peaceable or otherwise, the several vessels under your command will return to the respective ports as above directed, unless some unforeseen circumstances should prevent.

I am, resp'y, your ob't servt.

GIDEON WELLES
Secretary of the Navy.

Captain Mercer took this order with him when he turned over the command to Lieut. Porter. He sent no copy to the next senior officer of the Sumter expedition. [Note by G. V. F]

[GIDEON WELLES TO J. P. GILLIS]

Navy Department
April 5th, 1861.

Commander J. P. Gillis
Com'dg U.S.S. Pocahontas,
Norfolk, Virginia.

Sir:

You will proceed to sea with the "Pocahontas," and on the morning of the 11th instant, appear off Charleston bar, ten miles distant from and due east of the lighthouse, where you will report to Capt. Samuel Mercer of the "Powhatan" for special service. Should he not be there, you will await his arrival.

I am, resp'y, your obt. servt.

GIDEON WELLES.
Secretary of the Navy.

[GIDEON WELLES TO S. C. ROWAN]

Navy Department
April 5th, 1861.

Commander S. C. Rowan,
Com'dg U.S.S. "Pawnee"
Norfolk, Va.

Sir:

After the "Pawnee" shall have been provisioned at Norfolk, you will proceed with her to sea, and on the morning of the 11th instant, appear off Charleston bar, ten miles distant from and due east of the lighthouse where you will report to Captain Samuel Mercer, of the "Powhatan," for special service. Should he not be there, you will await his arrival.

I am, resp'y, your obt. servt.

GIDEON WELLES,
Secretary of the Navy.

[G. V. FOX TO MRS. FOX]

Steam Ship Bath
Ap. 6th '61

My dearest V.

We have come to anchor just inside of Sandy Hook, being too late for the evening tide. We shall go over the bar at daylight in the morning. I feel deeply dearest wife the pain I cause you, but nevertheless I cannot shrink from a solemn duty, which, if successful is pregnant with great results for our beloved country. I am afraid we are too late, from no fault of mine, but I pray earnestly that I may be permitted to do some-

thing for a country dear to me above all others. There is no personal peril to those whom God selects to act a prominent part. I feel none, *not the least.* I confide completely in His great arm and the faithful prayers of a dear wife.

We have three officers and 200 men, I have instructions to them and the captⁿ of the ship and shall not deliver them until the pilot leaves us, so no one has the least idea of the voyage though I think it will be in tomorrow's papers. One of my tugs went to sea last night, another came near us a few minutes since and I ordered her to make the best of her way to her destination. She immediately steamed out to sea.

Our three officers are cheerful and happy, true as steel, and anxious to do their duty.

Now do not brood over the dark picture my own sweet wife. What a picture of happiness God has framed for us "together" in the past. *It will continue* if we confide in Him. I feel my mother's sublime faith, that we have but to perform our *duty,* leaving the mysterious results to be worked out in his appointed time. And now farewell, only for a short time then back to answer your prayers and trust in Him.

Goodnight dearest,

Aff Gus

[A. H. FOOTE TO GIDEON WELLES]

Navy Yard
New York April 6/61

Sir,

Your orders of the 5th were received by Captain Mercer to-day. Captain Meigs, Lieut. Porter and Captain Mercer after consultation, concluded that

Lieut. Porter should go out in the Powhatan as the arrangements were vital to success, at least so I was informed, not being present at the consultation. A few minutes before the Powhatan sailed, I delivered a telegram to Captain Mercer, signed H. Berrian, saying that Paymaster Gulick will deliver a despatch to me this evening. But at 2½ o'clock the Powhatan sailed. At 3 o'clock, when the Powhatan was out of sight, I received a despatch directed to Lieut. Porter, from Mr. Seward, telling him to proceed *without* the Powhatan as directed in the despatch to Captain Meigs. I have sent to New York a Lieutenant with orders to charter a steamer and chase the Powhatan *unless* there is no hope of overtaking her. It is time to close the mail and I will write fully by next mail.

I have the honor, &c.

A. H. FOOTE
for Commdt

Captain Mercer leaves the Powhatan at Staten Island. I am informed that Captain Meigs has sailed this afternoon.

A. H. F.

[A. H. FOOTE TO GIDEON WELLES]

Navy Yard,
New York, April 6/61.

Sir:

I hastily informed the Department by mail to-day of the circumstances under which the "Powhatan" sailed, with Lieut. Porter on board—Capt. Mercer taking the ship down as far as Staten Island, with the view of there handing her over to Lt. Porter; also that I had given

Capt. Mercer the telegram received from the Department informing us that Purser Gulick would arrive this evening with a dispatch. I had previously handed Capt. Mercer a sealed letter from the Department, addressed to him, which was this morning received. I further stated that Capt. Meigs, Porter and Mercer had held a consultation in reference to the orders, and the service in question. Before the Powhatan sailed, Cpt. Mercer handed me a paper stating the following:—

"Capt. Mercer has turned the command of the Powhatan over to Lieut. D. D. Porter, by order of the President, and she has gone to sea."

Capt. Mercer intends to give Capt. Faunce (of the Harriet Lane) a copy of his instructions from the Navy Department, and direct him to report to the senior naval officer he may meet with off Charleston, giving him the copy of instructions, which Capt. Mercer will certify as a correct copy. Capt. Faunce will be directed to proceed under his order, from the Department, dated April 5th, off Charleston bar, unless Capt. Faunce receives counter orders from the Department. Captains Meigs, Porter and Mercer, after consultation, determined upon this course. Captain Mercer will probably be in New York this evening, and explain himself more fully to the Department.

I also referred to having sent Lieut. Roe of the Ordnance Department to procure a steamer and if possible overhaul the Powhatan, and give Capt. Porter the dispatch sent him by Hon. Mr. Seward, but I fear that the Powhatan had then proceeded too far to be overhauled. Lt. Roe has not yet returned.

I will on Monday send a correct list of officers of the Powhatan. By the urgent request and assurance of authority on the part of Lt. Porter, as the four Master's Mates could not be shipped in time, I permitted him to

take some Lts.—an extra one. The two Lieuts. ordered without express authority of the Department were Lieut. Perry and Lieut. Smith of Philadelphia. I had heard that the first had been ordered by the Department, and as he wished to go, as well as from the entreaties of Mrs. Corinna Perry, and especially as Lieut. Porter wanted the number, I ordered him; while Lieut. Smith had before been ordered to fill up the complement and was named in a list presented to me by Lieut. Porter. The Maine officer, Lt. Browne went out in the ship, and Mr. Heap from Washington as Acting Paymaster—as Lt. Porter informed Capt. Mercer and myself on or by authority of the government.

I have the honor to be,
Very respectfully, Your obd't serv't,
(Signed) A. H. FOOTE.
for Com'd't.

Hon. Gideon Welles,
Secretary of the Navy,
Washington.

[A. H. FOOTE TO GIDEON WELLES]

Navy Yard, New York
6 P.M. Apr. 6/61

Sir:

By great exertions, highly commendable, Lieut. Roe overhauled the Powhatan and I send Lieut. Comd'g Porter's reasons as assigned, in the enclosed note, for proceeding with the ship.

I have the honor to be
Yr Obt. Servt,
A. H. FOOTE

Hon. Gideon Welles,
Sec'y of the Navy
Washington D.C.

[F. A. ROE TO A. H. FOOTE]

Saturday 5 P.M.

Sir:

The despatch entrusted to me for Lieut. Porter has been delivered into his hands. The Powhatan was below Quarantine and underway for the "narrows," when I reached her. Lieut. Porter desired me to express his regrets to you that the despatch came to his hands so late, and that it was too late to change his plans, inasmuch as the Atlantic had already gone to sea.

Respect. Yr Obt Svt

F. A. ROE

Lt.

Capt. A. H. Foote
Comdg Navy Yard
Brooklyn

[G. V. FOX TO M. BLAIR]

Baltic, 17th April
At Sea, 1861

Dr Blair,

As I have no writing materials and wish to save tomorrow's mail I use a pencil.

Monday at 6 P.M. of the 8th we dropped down to Sandy Hook and anchored for the night, being too late for the tide. One of my tugs went to sea Sunday night, another one followed the Baltic, and the 3d I left in the hands of Russell Sturgis, to send on if he could charter her, the owner, like many others, being shaky at the last moment. At 8 A.M. of the 9th inst. we discharged

the pilot and had constant steady bad weather and heavy sea. At 3 A.M. of the 12th reached the rendezvous 10 miles east of Charleston light—found only the H. Lane. At 6 A.M. saw the Pawnee coming in; boarded her and intimated to her Comdr that I was going in to offer to land provisions, asked him to stand in with me. He said his orders were to remain 10 miles east of the light and await the Powhatan. I took the H. Lane as an escort, and as we drew in saw that the forts had all opened fire upon Sumpter and that Major Anderson was replying gallantly. Seeing a stm'r off the bar, supposed to be the Isabel, I notified Capt. Faunce of the H. Lane and he started after her. It proved to be the Nashville from N. York.

I stood out in the Baltic to let Capt. Rowan of the Pawnee know that firing had commenced. I met him, however, coming in. Though he had expressed himself very averse to doing anything to commence the war, he now seemed willing to go in with his vessel if we had a pilot. I advised both vessels to go close in to the swash channel and anchor, which was done, and as the heavy sea and wind had moderated a little, I thought we had better attempt a couple of boats of provisions this night, the 12th, but as the Powhatan and Pocahontas had not arrived and the Pawnee and Lane were both short of hands and we had but one gun launch, the Pawnee's, I was overruled and consented upon the gallant promise of the officers that they would escort me in after daylight in the morning, defying their batteries. This was their proposition. The vessels of war remained at anchor at the Swash whilst I stood out to the rendezvous for the night in hopes of meeting the Powhatan and Pocahontas. It blew very heavy all night with a great swell and towards morning a thick fog. As Capt. Fletcher of the Baltic returned towards the

anchorage, near daylight, he ran onto the Rattlesnake Shoal, but soon got off. The waves run so high that we were obliged to anchor some four miles outside of the war vessels, and having this sea it was impossible to load the boats. I took a boat at 8 A.M. 13th inst., and with the senior army officer Lt. Hudson, we pulled in to the Pawnee. As we drew near I saw, with horror, black volumes of smoke issuing from Sumpter. The barbarians, to their everlasting disgrace be it said, redoubled their fire, and through the flames and smoke the noble band of true men continued their response. The severe weather during the forenoon having prevented us using boats, Capt. Rowan captured an ice schooner and offered it to me to carry in the provisions and men. I accepted it and the night of the 13th I should certainly have gone in, and as certainly been knocked to pcs. My tug boats I knew could not have reached Charleston in the weather we had experienced since leaving N. York, and the Powhatan, I now learned, by a note from Capt. Mercer to Capt. Rowan, dated *the 7th* (I left the 8th, Rowan left the 9th, Gillis the 10th) that the Powhatan was "detached from duty off Charleston." As she had the 300 sailors I asked for, and the howitzers and fighting launches, and the other ships of war were simply ordered to await her arrival 10 miles off, you will see that some one determined to utterly extinguish the expedition. I do not think I have deserved this treatment, and at present will not speak as I have felt, and now feel. At about 2 P.M. the Pocahontas arrived, just in time to witness the surrender of Fort Sumpter. I immediately suggested a flag of truce to be sent to offer a passage to Major A. and his command, which was done. Had the Powhatan arrived the 12th we should have had the men and provisions into Fort Sumpter, as I had everything ready, boats, muffled oars, small packages of provisions,

in fact everything but the 300 sailors promised to me by the dept. A tug would have accomplished it, but with more risk alongside of the Fort. Capt. Foster the Eng. of Fort Sumpter says we would have got in and so does Hartstein of their navy. You know military people all told the Prest we could not get in, but if we did, the Fort was impregnable. In both instances were they wrong. Sumpter's fire had dispersed their naval preparations and they trusted entirely to their batteries and those light boats to illuminate the channel. What can be said of the builders of the fort? The burning of the officers' quarters has almost ruined the gorge wall, so that a few days more fire would have tumbled it all to pcs. One shot from Cummings point (where Cullum said it never could be breached) went entirely through the wall of the gorge. Another shot passed through an inside wall and struck below the door of the magazine, shattering the wall, so as to prevent the opening of the door, at the same time the flames nearly reached this door. In fact they all expected to be blown up. The coupe next to Cummings point is very severely handled and would soon have been a breach. So that this impregnable fort, with 33 guns and 17 mortars, playing upon it for only 34 hours, is injured $400,000 worth and actually burned as much as battered. I think these facts will make a stir, for not one was ever presented in all the discussion we had. The officers and men from the Major down have covered themselves with glory. A fort of 60 fighting men, surrounded by 9000 men, and a circle of fortifications kept up the first day gun for gun with them and on the 2 replied, though from 8 A.M. until 2 P.M. the fort was a mass of smoke through which, and in which, they fought.

I told the Major how anxious the Prest was that they (S.C.) should stand before the civilized world as hav-

ing fired upon bread, yet they had made the case much worse for themselves as they knew the Major would leave the 15th at noon for want of provisions (see his correspondence), yet they opened upon 60 men and continued it whilst the fort was burning. The "World" (N. Y.) correspondent came down in the H. Lane and is now with us, and as he is the only reporter on board and is continually with the officers I imagine he will have a faithful account. As several ships brigs and schooners and one N. Y. stmr were detained at the bar by the conflict, it was believed to be a whole fleet for the relief of Sumpter with 9000 men on board. Whereas there was the Pawnee and H. Lane with *one* 12 lb. launch gun and on board the Baltic 200 RECRUITS only two or three of whom ever saw a gun, sent by the Gen[l] in Chief, and the flag ship with her power and efficiency sent away without any intimation conveyed to the other vessels, all of which sailed *subsequently* to this change. Sunday the Major delivered up the fort after saluting his flag with 50 guns, which he intended to be 100, but a premature explosion killed two men and wounded three others, the only casualties of the whole battle. Monday, at noon, he and his command, and the flag (I enclose a pce) came off in the Isabel stmr and were transferred to this vessel when we sailed, all the vessels saluting. Excepting from the time of the surrender to the transfer, we have had a gale of wind just now abating (midnight).

The men in the fort, though on Pork and Rice, never flinched or grumbled, even when fire was added. I think the Pres[t] will keenly approve the Major's course. As for our expedition, somebody's influence has made it ridiculous.

Very truly

G. V. Fox.

You will see that the surrender came from them, not from the Major—a very important point.

Major A. felt hurt at what he thought was the neglect of Govt in not informing him of various matters. He also felt badly towards me, at not telling him everything when I visited the fort. Now, however, he appreciates my delicacy in not going beyond my written order. I also explained the reasons for holding the fort, far superior to any military ones, and told the Major that I thought the Govt would feel particularly gratified at the result.

I may not get my report off to-day to the Secy of War so you may read this to him if you think best.

I have just written Major Anderson's dispatch to the Secy of War and sent it to Sandy Hook to be forwarded by telegraph.

Thursday 18th inst.
12.30 A.M.

[S. L. BREESE TO G. V. FOX]

Navy Yard New York
April 25 1861.

Sir,

You are hereby appointed an Acting Lieutenant in the Navy, temporarily, and will take command of the Steamer "Yankee" now fitting at this Yard for service. All persons on board are required to obey you accordingly.

Respectfully yours &c.

Mr. G. V. Fox,
New York

SAM^{L} L. BREESE
Commd^{t}.

[M. BLAIR TO G. V. FOX]

Dear Fox

I have not written you because it was easy for you to understand what I thought of the Fort Sumpter business and not agreeable for me to express what I thought. We are now fairly launched in a big war and I think you can have a command if you want one. A proposition was made yesterday to convert some merchant vessels into armed ships and during the talk the President said he wanted you to have a command tho you did not get into Fort Sumpter. He thought very highly of you. We propose to take on naval volunteers as well as Soldier volunteers.

I am warring on fogyism of all kinds, I think the best thing now to be done is to disband both army and navy and reconstruct. We shall never get on I am afraid with the present officers.

Apl 26. I wrote the above some days ago and was disturbed and have not had an opportunity to resume till this moment. In the mean time last night I have yours of 20th. I shall mention its contents to Welles and Lincoln. I gave yrs from the Baltic both to Welles and Seward to read. Seward read a part of it and handed it back without remark. Welles said when he handed it back that you knew he supposed that he had nothing to do with the diversion of the Powhatan from her Charleston mission. But the President has never had an opportunity to read or talk about the affair, except on the occasion mentioned, and indeed events of such magnitude are crowding on us that Sumpter and Anderson are not thought of for the moment. I want you

here very much to help us along, and must try and manage it. I see however that Com. Paulding is mightily set up himself and wants nobody in the Dept, but himself. I think I will fix his flint shortly.

Yrs truly M. BLAIR

Wash. Apl 26, 1861

[RESULT OF G. V. FOX'S PLAN FOR REINFORCING FORT SUMPTER; IN HIS OWN WRITING]

My plan for reinforcing Fort Sumpter was this—

From the outer edge of the bar to Sumpter through the swash channel it is four miles in a straight line, with no shoal spots less than nine feet at high water. The batteries of the enemy on Morris and Sullivan Islands are one and one third of a mile distant from each other, between which the reinforcements must pass.

I proposed to anchor three small men of war at the entrance of the swash channel to afford a safe base of operations. The soldiers and provisions to be taken down in a large steamer, having on board boats for the whole, with three hundred sailors, and accompanied with three steam tugs having a draft of only six feet of water. The entrance to be effected at night with the tugs or boats as circumstances might dictate.

Rough weather would render the attempt impossible in boats but favorable for tugs. Whereas a fine clear night would be more favorable for the smaller objects —boats. This plan was brought to the Prest^s notice early in March and its practicability assured by his own convictions and concurrent naval testimony.

The military authorities seemed to think it impossible to pass their batteries, but assured the Prest that if

reinforcements and provisions *were* thrown in the fort it could not be taken.

I visited Major Anderson on the 21st of March under an open order from the War Dpt, which was shown to Govr Pickens who gave me a pass, without restriction, and I confined my conversation with Major Anderson entirely to objects embraced in that order. Notwithstanding the earnest desire of the Prest to reinforce and provision Fort Sumpter, Mr. Seward seems to have been under obligations to oppose the attempt, and his great influence over Genl Scott, brought the military power against the plan.

As Major Anderson's supplies would be utterly exhausted on the 15th of April every effort was made by some strong hand to delay the expedition until its supporters must give it up. The last card was to send for a Union man from the Virginia Convention and say to him that Sumpter would be evacuated at once if the Union people, who were in a majority in the Convention, would adjourn it. This Union man declined the proposition and made so many preposterous demands that the Prest decided the expedition should go forward. The order was given to me late the night of April 4th. The 5th was consumed in getting to N. York, and I sailed the 8th, leaving only three days to get up and dispatch the expedition. Most of those who had favored the expedition and in whom I depended for assistance to fit it out, abandoned it at this period as too late.

Unwilling to mention to the Prest the misgivings of those around me I determined to go forward alone.

Instead of the 300 sailors I asked for on board the steamer, the Sec'y of the Navy proposed to send down the Powhatan stm'r of war with that number of men, which was satisfactory to me. Therefore I sailed in

the Baltic the 8th inst. without the sailors. The Powhatan having sailed the 6th. The revenue cutter H. Lane, the 8th, the Pawnee the 9th and the Pocahontas the 10th. The Baltic and Pawnee arrived off Charleston the 12th inst. after hostilities had commenced. The H. Lane the evening previous, and the Pocahontas the 13th at the surrender of Sumpter. The passage to Charleston and the day and night of our arrival was severe weather, preventing the tugs reaching the rendezvous. The next day, the 13th inst, seeing no part of my proposed means of effecting an entrance had arrived, a schooner loaded with ice was captured and means undertaken to effect an entrance in her the following night, but at 8 A.M. the wood work of the fort was set on fire by hot shot and by 3 P.M. the place was rendered untenable, and consequently it was surrendered.

The defects of the fort, and its injuries, such as were never anticipated by the engineers, are such, that had the place been provisioned and reinforced, the final result would have been delayed but a few days. The Powhatan, with her sailors, was the whole strength of my proposed plan because both tugs and boats were to be manned by these sailors. Yet the Powhatan sailed from N. York the 6th two days before I did, with an officer who bore an order from the Prest of the U. S. to carry her directly to Pensacola. Her regular Captn having the orders of the Navy Dept to cooperate with me at Charleston. This order of the Prest was unknown to the war or navy departments and was signed by him in ignorance that the Powhatan was one of my vessels. She was sent off on an expedition got up by the Sec'y of State who thus interfered with the other depts as the last hope of preventing the reinforcing of Sumpter. And it did prevent it, and I had the mortification

of witnessing the surrender of the Fort with no part of my proposed plan arrived, in fact deprived by treachery of all power of accomplishing it, and losing reputation with the general public for the failure because I cannot state the facts at this crisis of our affairs without injury to the Govt.

The Charleston people assumed that the merchant vessels detained outside of their bar were the various expeditions which had sailed from N. York about the period of our departure and therefore they concentrated a large force on the islands and abused us for not landing and attacking the batteries. But they were vessels detained by the bombardment. Our military force consisted of 200 recruits of no earthly use to Fort Sumpter in such an emergency because they were undrilled. The S. C. authorities had 13,000. I believe every officer of the army or navy present were entirely satisfied of the feasibility of either of my plans.

In fact their fire upon Sumpter was precipitated because they intercepted my plan and were assured by their best naval authority that it was perfectly practicable.

G. V. Fox.

[G. V. FOX TO MRS. FOX]

Annapolis, M'd
April 29 '61

D. V.

We reached Old Point yesterday without incident, and I dined with the Domicks in the Fort—who soon leave for Fort Hamilton. Com° Pendergrast in the Cumberland is blockading at Hampton Roads. Fort Monroe is preparing for the crisis and will permit no

batteries to be erected near it. It is a magnificent work but should have more troops. The communication is open thanks to the Mass^tts troops. The famous N. Y. 7^th declined a duty because an overwhelming force were *said to be in advance,* declined the order in writing. So the Mass^tts troops took the rejected duty FOLLOWED by the 7th. Don't say anything about this because there must be no quarrels now. Maryland has refused to secede so Washington is safe. We hear of a truce but it must not be until Richmond and Norfolk are occupied. Then it will take us until frost to get ready for great movements. There will be no difficulty about getting our folks from Washington. My old schoolmate Gen. Butler is in command here and will give me troops transportation anything for them and sends off a train for my especial benefit this P.M. The Yankee will remain here until I return and probably go to Com^o Pendergrast who wishes her in Hampton Roads, I shall remain in Washington long enough to get them out and probably return with them.

It is delightful to find Mass^tts troops occupying all prominent points, familiar faces carrying the glorious flag through to the Capital.

God bless my own dear wife and give her strength and health.

Aff Gus

[G. V. FOX TO MRS. FOX]

Washington, May 2^d 61

Dr V—

I have delayed for a few days writing you in hopes to be able to give you all particulars about the Powhatan and other matters. Mr. Seward got up this Pen-

sacola expedition and the Prest signed the orders in ignorance and unknown to the dept. The Prest offers every apology possible and will do so in writing. So do the depts. I shall get it all straight in justification of myself and to place the blow on the head of that timid [Word erased.—EDS.] W. H. Seward. He who paralizes every movement from abject fear.

Maryland's repentance renders Washington secure, for the present at least. There are no troops hovering about Washington, but they are collecting at Richmond. The excitement in the city has died away in a great measure and notwithstanding the large number of soldiers here it is orderly and sober.

Nell and I went up and saw Major Watson drill his command at the capital and afterwards visited his quarters, the room of the committee of finance.

I shall probably take off Nell next week. Mrs. B. will not leave at present. I will write you to-morrow again when I shall be able to give you more news.

Love to all and to my dear little Ginny Bread.

Aff GUS

[PRESIDENT LINCOLN TO G. V. FOX]

[Copy]

Washington, D. C.
May 1, 1861

Capt. G. V. Fox,

My dear Sir,

I sincerely regret that the failure of the late attempt to provision Fort Sumpter should be the source of any annoyance to you. The practicability of your plan was not, in fact, brought to a test. By reason of a gale, well known in advance to be possible, and not improbable, the tugs, an essential part of the plan, never reached

the ground; while, by an accident, for which you were in no wise responsible, and possibly I to some extent was, you were deprived of a war vessel, with her men, which you deemed of great importance to the enterprize.

I most cheerfully and truly declare that the failure of the undertaking has not lowered you a particle, while the qualities you developed in the effort have greatly heightened you in my estimation. For a daring and dangerous enterprize, of a similar character you would to-day be the man, of all my acquaintances, whom I would select.

You and I both anticipated that the cause of the country would be advanced by making the attempt to provision Fort Sumpter, even if it should fail; and it is no small consolation now to feel that our anticipation is justified by the result.

Very truly your friend
(Signed) A. LINCOLN

[G. V. FOX TO MRS. FOX]

Washington D.C.
4th May 1861

Dr V,

I wrote you yesterday and to-day I forward you a copy of the Prest letter to me. *Under no circumstances* is any mention of it *whatever* to get into the papers. The whole history of the affair is in able hands and in due time will appear, and the effect of that coming would be destroyed by any premature notice. I have no objection to Mrs. Wetmore' seeing it as she has somewhat shared your feelings. The Prest wants me to take a ship in the navy, but Blair thinks I better go

into the navy dept. especially as the naval war will be only one of blockade. So the Prest directed the transfer to another place of the present Ch. Clerk, and I shall take that place and when Congress meets in July the position will be made satisfactory.

I shall take Nell on next week, and I must go to Portsh for clothes &c before I return to Washington.

De Russy got his appointment in the army and Genl Cameron said he gave it upon the recommendation of Miss Ellen Woodbury. Nell has also got two other army appointments,—Kelly is to be 2d Lt. Jesse Woodbury has also applied for an appointment.

[Rest of letter torn off.—EDS.]

[GIDEON WELLES TO G. V. FOX]

Navy Department
8th May 1861

G. V. Fox, Esqr

Dear Sir

You are appointed Chief Clerk of the Navy Department, and I shall be glad to have you enter upon the duties as soon as you conveniently can.

Yours truly

GIDEON WELLES

[GIDEON WELLES TO G. V. FOX]

Navy Department
May 9, 1861.

Sir,

You are hereby appointed Chief Clerk of the Navy Department. Enclosed herewith you will find a blank oath of office, which having taken and subscribed to,

you will return to the Department with your letter of acceptance.

I am respectfully

G. V. Fox, Esq.
Washington D. C.

Your Obd^{t} Srv^{t}
GIDEON WELLES

[GIDEON WELLES TO G. V. FOX]

Navy Department
May 30, 1861

Sir:

On and after Monday next the office hours will be from 9 A.M. to 4 P.M. No absences are to be permitted from the office of the Secretary of the Navy, except by authority of the Chief Clerk, and no person, unless on public service, will be allowed in the rooms. Any clerk whose work is behindhand will be required to labor in the evening, or after office hours, until it is up.

You will cause these rules to be enforced so far as the office of the Secretary of the Navy is concerned.

I am, respectfully,

Mr. G. V. Fox,
Chf Clerk
Navy Dept.

Yr. obt. Svt.
GIDEON WELLES

CORRESPONDENCE BETWEEN G. V. FOX AND S. F. DUPONT SOUTH ATLANTIC BLOCKADE AND CHARLESTON EXPEDITION AUGUST 9, 1861, TO APRIL 2, 1863

REAR-ADMIRAL SAMUEL FRANCIS DUPONT, U.S.N.

Born, Bergen Point, N. J., September 27, 1803
Died, Philadelphia, Pa., June 23, 1865

December,	1815	Midshipman; joined *Franklin,* European Squadron.
	1821	*Constitution* and *Congress.*
	1824	*North Carolina,* Mediterranean.
April	28, 1826	Lieutenant, *Porpoise.*
	1829	*Ontario,* European Squadron.
	1835–8	*Warren, Constellation* and *Grampus,* Gulf of Mexico.
	1838–41	*Ohio,* Mediterranean Squadron.
	1842	Commander, *Perry,* China.
	1845	*Congress,* Pacific Coast.
	1846–8	*Cyane,* Pacific Coast.
	1855	Captain, *Minnesota,* China.
December	31, 1860	Navy Yard, Philadelphia.
September,	1861	Flag Officer, in command of Port Royal Expedition. *Wabash,* flagship.
	1863	July, relieved.

[S. F. DUPONT TO G. V. FOX]

Private

Louner's near Wilmington
Aug. 9, 1861

My Dear Mr. Fox

I was sorry to leave Wash[n] before your return, but it was better for what you have at heart, the Public Service. I have arranged with Davis to telegraph if wanted.

I take the pen to say first, how gratified I was at the tone, spirit, and felicitous expression of 'the order'—it is a model dispatch.

I missed you by a few minutes on Sunday and had gone to the Department to ask for you to reconsider the preference expressed for *myself* and if any one came to yr mind who had more fitting requisites for the work it was yr duty to the country to mention it and no man living would acquiesce sooner than myself. So I was surprised to see yr rough draft, to which not one word was to be added nor one taken away. I *think* I shall come up to the Dept's expectation and will doubtless be able to say to it as Lord Exmouth said to the Br. Admiralty, 'Yr Lordships have given me such ample means that if I fail the failure will be mine—if I succeed, the success will be due to those means.'

But what I mainly wanted to say to you—that *Jenkins* was the man of all others to put on that Congressional Committee on the salaries—he has more financial knowledge and more knowledge of Governmt

accounts and salaries than any officer in the navy—and will save us more than any man you could name. Further his *early,* constant, and uncompromising loyalty, surrounded as he was by traitorous Virginians, should not be forgotten. Twice going to Norfolk with Com. Paulding the aid of the latter and doing as I know everything for him, and yet his name never mentioned in the Com's letter.

I spoke to the Secrty about naming Jenkins—he spoke of Foote, but the latter's abilities are not in that line, and I think the Depmt should show some appreciation of the former.

You were sadly wanted on Thursday and Friday—when Stellwagen came back. I will not venture to say more here, but I have *thought* much, ask Davis how indignant we were, but Mr. Welles did *well.*

Yrs most faithfully

Capt. Fox — S. F. DuPont

Ass. Secy. Navy.

P.S.

Having seen just now an announcement that the I——s was going South and my mind is already so absorbed in the matter in hand, that I have opened my letter to say—that I deem the I——s P——e, S——a and the M——n if she arrive in time, as sine qua nons and the basis of the naval force to cross the bars—so I beg you to keep them within reach—*no half* men of war will answer to knock down the works we may meet with.

Yrs faithfully

S. F. DP.

I shall be in Philad tomorrow to see to things there and will write you if necessary

Sunday Aug. 11th

[S. F. DUPONT TO G. V. FOX]

Near Wilmington, Del.
[No date]

My Dear Sir,

On Wednesday I went down to Sandy Hook on the Ottawa Gun Boat—her performance was entirely satisfactory. Com. Gregory and Comstock were on board —but her Captⁿ *was not.*

The former has shown great zeal about these Gun Boats, and has added much to their efficiency and towards their completion by his rigid supervision—further, he has behaved like a man about the action of the Dept in reference to flag officers. He is about to ask you a favor, which I hope you may grant—viz. to order his son Hugh M. Gregory acting Master on board the Supply to report to me in New York for duty in South At. Squadron.

Mr. Kimball has found competent Engineers he tells me for the steamers approaching to being ready. I could not see while there, that Davis could be of any service in New York, until the ships you intend for the expedition are handed over to me. The sooner you can do this the better, as I explained in my letter from New York.

One reason for desiring Davis to go back to Washington is, that we have one paper unfinished, which to us as individuals, and to the Dept for convenience, it is most desirable to finish. It is the recapitulation or *summary* of our whole work, to furnish the basis of instructions to the different Squadrons, while it will be the most attractive to the general reader. The large memoirs will attest our research, the summary will show the results

—and complete the archives of the Dept on a subject, which will do honor to it hereafter.

Have you any information that the orders were sent to the Wabash? I shall leave here on Monday and be in New York Tuesday. The Astor House my head-quarters, where there is a telegraph.

I am so anxious and earnest to be at work that you must excuse my stating how I am situated until you put me on a proper footing. With Mr. Morgan and Mr. Pook and Bell, we are on the best of terms and are pushing on with them very well, but when the vessels are once at the Navy Yard, until it is understood they are to be part of my command we are paralysed, while really very little seems doing by any one yet. Drayton however has been on board of all and will be of great service, for such is the ignorance of the new cannon and arms, that he is cordially welcomed, instead of being looked upon with jealous suspicion.

I enclose you a letter from a friend of mine the King of the Boston Bar, which I thought would please you.

Faithfully Yrs S. F. D. P.

[S. F. DUPONT TO G. V. FOX]

Private

Astor House 24 Sep. 61.

My Dear Mr. Fox,

I closed up things yesterday at Philad[a]—where Turner is doing remarkably well; I took leave of the master workmen and held up the importance of economy to them.

To-day I have been around with Pook, Mr. Morgan,

Bell and Drayton, hurrying up all I could. Pook is in advance of the Yard. Some of the steamers are getting along—the Alabama and Augusta will be ready by Saturday. I think however that Com. Breese should be informed that the Dept is anxious to have as many ships as possible ready by 10. Oct.

The Isaac Smith (Swiftsure line) will be a most formidable vessel, possibly the most efficient and powerful for certain purposes that has been purchased, but the cost is considerable. The second one is so light, that the alterations must be much less, and the third the Western World, had better be kept for a troop ship. She will carry two thousand five h^{d}. A rifle gun forward and one gun on each broadside will be a suitable armament.

I have concluded to have two ferry-boats, and a Tug as tender with a rifle gun, Mr. Morgan to write about it, if you approve.

I wish The Adger could remain here and commence the nucleus of the expedition. They should anchor off the battery and after getting everything on board and their crews stationed I would send them to Sandy Hook to withdraw attention. Drayton would go down and put them through an exercise and see to their magazines and ammunition &c &c. With these new arms and rifle guns, &c, I am satisfied that one of the best things you did was to give me Drayton as ordnance officer—he is very *au fait* and he and Bell chimed right in. Bell is very earnest and feels the importance of exertion.

The Gunboats are well forward and Cap. Gregory and Comstock are also very active. I am going to try one of them tomorrow. They seem desirous I should go with them, and I thought it, though I feel the loss of a few hours even.

May I ask you to form the Expedition for me as soon

as you can by giving these officers orders to report as soon as ready, that is that Com B. should do so. I told the latter I wished the Wabash not to come to the Yard but to lay off the battery, which pleased him much.

The Bienville is pretty well on. We had better let Lee have her, as the DeSoto is far behind her—the danger here is being top heavy—the guns sh^{d} have been on the middle deck.

Now for a little *very private* chat.

You have a rare party at that Yard just now—that Court of *retired* old gentlemen—and then the regular retiring board—a hot place for *me* to get into. Com. Paulding was cordial and hearty in the extreme. Farragut a little constrained. The others, I did not see—but Breese who was very cordial told me the *theory* which had been got up—

"That the younger officers had prevailed on the Dept. to adopt its course about the flag officers—and this was done in connivance with and in order to act upon the retiring board, that they would feel compelled to retire all above the flag officers!! Of course I am looked upon as the arch conspirator of the *younger* officers. I spoke *right out* to Breese, first in emphatic defence of the Dept; secondly in utter defiance and utter contempt of any aspersions upon me. He gave me to understand that Bell (C. H.) was the most sore. I said he had had a big Navy Yard and a Medit^{n} Squadron, and while feeling respect for him, as the Dept did, I could see nothing in his history that sh^{d} make him preferred to me, who had served as long and as faithfully as he ever had. Do not understand that Breese was sympathising in these complaints, not at all—he was disgusted I think with Stringham coming North.

I have seen Howell, he will be able to take a gun boat and will be a fine appt. All seemed delighted when

I told them the Dept would probably give Crosby a gun boat, as a reward for his activity and zeal.

Send for Goldsboro and post him up, if you choose. I will meet him in Washington—perhaps it would be well we should arrange some things together. Sands speaks in highest terms of his industry and constant attention to duty. Sands seemed delighted with his appointment and mine and said he would be ready to come at any time and help us give those fellows a lick.

I return about Thursday to Philad—attend to my private affairs, pack up everything, make my will, and on Monday commence here and work to the end—by that time I hope Wabash will be in.

I have written more than you can read.

Truly Yr friend

S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Near Wilmington, Del.
29. Sep. 61.

My Dear Mr. Fox,

After mature deliberation with Drayton, and for reasons public & personal to himself, he prefers a separate command to going in the Wabash—provided you can let him be in my squadron, where his specialty will still be of great service to me—for the ignorance of the new Cannon, pivot guns &c is marvellous.

Will you therefore be so kind as to let him have the Harriet Lane or the Bienville from which Livingston was detached? He prefers the former being the nearest ready and of the lightest draft. She will be very useful to me.

I leave in the morg. My private affairs never having had an hour of my time since the War, it was a godsend to have these two last days. Sherman is after me so I hope he has some good news.

Faithfully Yours,

S. F. DuPont.

G. V. Fox, Esq.
Ass. Sec. Navy.

P.S.

Drayton not having seen his sea service *in command,* having when out before been similarly attached to a flag officer, he thought he ought to put in for a ship and I yielded—he is a very fine man and a very able officer.

[S. F. DUPONT TO G. V. FOX]

Astor House, N.Y. Oct. 8, 61.

Dear Mr. Fox

I answered yr telegraph in some haste last evening and write to say that ten days from the seventh will answer or we will make to answer should I be in advance of it, for in my present view and judgment I cannot spare any of the vessels you have so judiciously designated.

2. Captain Blake having signified his willingness that Midshipman Preston should leave the Academy I beg you will order him to Wabash for I greatly want such a person. The signal business alone for such a fleet to avoid separations and collisions &c will occupy one mind. He is also a draughtsman which will be of importance.

3. Please reward old Commodore Gregory's devo-

tion to his gun boats for which I feel greatly indebted, by ordering his son Hugh M. Gregory to Wabash of which I wrote you before.

4. Goldboro' (Florida) wants a Gunner.

5. A Masters Mate to Curlew.

6. The number of contraband at Fortress Monroe was nearly all a sham. Sherman tells me there are only some four hundred *men,* and Wool says he will not give them up.

7. The Q^r^Master is bothered about the transportation of their Gun Powder—their fort and siege powder, not the fixed ammunition, they have 2400 bbls! I can take some on the Wabash. Shall I take one of the Barks at the Yard and make a magazine of her to be towed down?

8. Just had a French & Eng. man of war boarded direct from Charleston, had not seen the Wabash—Vandalia and Flag. off Charleston when they left.

9. Gen. Sherman has asked as a favor to him that Lt. Crossman, now in Philad^a^. be ordered to some vessel in the exped. he being anxious for service on it. He is a son of the Army Quarter Master of that name and I believe clever.

10. Davis is hard at work and so am I, Rodgers also here, all doing our best, full of hope and spirit.

Yours faithfully

S. F. DuPont.

G. V. Fox Esq.
Ass. Secty.

P.S. Should have written sooner but was told you would be here, until Mr. & Mrs. Blair told me otherwise.

Davis says please not forget Preston.

[S. F. DUPONT TO G. V. FOX]

Before sailing

Confidential

Wabash. 2 P.M. Thursday
24. Oct. H. Roads.

My Dear Sir—

A long & earnest conference last night with the Gen[ls] (4) was followed by another this morning on the practicability of the[1] *big* place. The necessity of occupying those points as stated in our memoirs on it & the extreme doubt I am sorry to say, on a closer look of getting this ship over the bar gave gravity not to say anxiety to the council—but I am happy to say that they all came in & we are about decided Sherman & I, *to try,* & he orders his great condenser to Hilton head with other matters— But I tell you it is a much greater job than you & I contemplated—the landing of the troops & reserves to be brought by the enemy from Savannah & Charleston may be great embarrassments—I wish you could have been with us.

Their last ship is in from Annapolis—they are about ready, we equally so—but they want Boutelle as much as we, for his topographical knowledge. We lose no time, for he is our eyes—the bar is ten miles off & that is the nearest we can approach, going in without his direction can of course be done, but it will require more time & be longer in sight of the enemy, and give him time to concentrate—so all agreed to wait until tomorrow's steamer—I will then leave on steamer wh'ch will about overtake us by following us on Sunday or

[1] Port Royal that I insisted upon.

Monday—though we may or may not sail tomorrow—certainly, Boutelle or not, Saturday morg. Twenty nine transports, twenty six vessels of mine, 55 in all!!

My mind tells me now it will be Saturday Morg—I have no superstition about Friday, never had & never respected it but many have—

Putting these Marines on board the Emma has added to our work, we are still busy on the small vessels

With best regards to Mr. Welles

Yrs most faithfully

Hon G. V. Fox
Ass. Secty.

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Friday
25th 61
Hampton Rds.

Dear Sir—

Susquehanna broken down. Pillar Block broken. Have sent off the Alabama at a half hour's notice to keep up the efficiency of the Blockade, but to make the Susqu^{h} wait until I get down, my engineer and he can answer for low speed.

Landing a brigade to-day to exercise Ferry boats and Surf boats—reaping immense advantages from the experiment by seeing the defects &c.

Sherman comes on board at 4. with 5 aids and adj. Genls.

No Boutelle yet and we shall sail without him. This is the greatest trial indeed the only one in our preparations which has really disturbed me—and I am at a loss to account for such a thing, by depending upon him we made no provision to supply his place.

If he is not off on the water, the Bienville should bring him to us.

Bad weather reported by arriving vessels and will be-worse tomorrow. Yrs in haste S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, Sunday, 27 Oct.

My Dear Sir

Mr. B. arrived yesterday—an important acquisition I think—though I trust no *one* man is indispensable to our success, yet he was necessary and I fancy the Generals required him much more than myself.

I fired up soon after his arrival, but the wind coming in E./S. with heavy swell it was impossible to go with any safety to tug and Ferry boats and to-day it is blowing a gale. I trust in God we shall be able to get out to-morrow, though not a moment has been thrown away so far, as to making up for defects and deficiencies and the discovery of others. To-day the Q^{r}Master has been to report that but 5 of the transports have condensers and we have another panic on the water supply. It has led to an order for 200,000 gallons at Balt^{o} to follow us. It is not quite all to have water—to be able to get at it and pump it out and send it away should be looked to if possible. If a small tank could come in some way, and an engine to pump it out, it would pay for itself.

The organization of crews &c made by Mr. Morgan for ferry boats had to be remodelled upon a plan similar to Ellen & Whitehall. I will send you the reg. appointments which I will make out on my way down the Coast.

Every body is much disturbed here by the publication of the expedition &c in the New York Times of yesterday—under the villanous assumption that we had sailed. Of course it is all going over the Southern wires by this time and may add some four or five thousand lives to the list of casualties, but what does the Times care for that if it can be in advance of rival sheets!

Give my best compliments to Mr. Welles and tell him not to allow others to worry him at any *apparent* delay. We have lost nothing yet but have gained in efficiency— But little over three weeks since we commenced, see how long the Vera Cruz Expedition took. All will go right I am sure, and Mr. B. tells me November is *the* month and not October as I thought, for operations. The moon is coming right too, to help us with the tides and B says positively this ship can get in. I am altogether thankful and do not fret a bit.

Faithfully and thankfully

Cap Fox
Ass. Sec Navy
Washington

Yr friend
S. F. DuPont

Susquehanna breaking down renders Bienville very necessary. Until expeditions are through neither you nor Mr. Welles must reply long letters.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash H Roads
Monday, 2 P.M. 28th Oct.

My Dear Sir

The very rough weather continued until eleven today, the sun is bright and sea getting down.

Shawsheen nearly lost, has come on disabled, and I

sent her to Balt° for repairs. I see Ellen and Whitehall had also to take refuge.

Calhoun stopped at Barnegat and then Abesecomb.

Vixen just in, our Coast Survey vessel. Her executive off. Mr. Platt, a most experienced coaster tells me he has never seen a worse sea running on the coast. I am satisfied now we should have lost our ferry boats and tugs and some two or three transports would have had to return. The tide will let us swing so as to go at 5 in the morning.

I have been reminded of the Panic about the safety of city of Washington—it is repeated here on the water talk. My cabin has been full all day of army Q^r^Masters, Generals, and Steamer Captains. It is now ascertained the Ocean Queen can make 15,000 Galls a day, and the Vanderbilt 25,000! So the enemy has retired or is outnumbered for a time anyhow. Vandalia is off with the coal ships.

Between ourselves old Wool is an old goose and not at all fit to be here.

I made the Midship here and one on the Vandalia Masters because their juniors had appointments, and a master's mate was promoted over the one in the Vandalia. I felt sure you would approve under the circumstances and they are very grateful.

Long and deep pouring over of charts. I think the Genl feels anxious at the amount of men the rebels can throw by rail to B. S. is impatient and frets when his Q^r^Masters have doleful reports to make, but I am more and more impressed by his evident military knowledge and spirit.

In haste

Hon. G. V. Fox
Ass. Secretary

faithfully
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Wabash, H Rds.
Monday Evg. 28. Oct 61

My Dear Sir

I wrote to-day and have nothing of importance to add except that the weather is still moderating and the coal fleet has sailed under convoy of Vandalia and Gem of the Sea.

It is in reference to a little circumstance in connection with the coal vessels that I drop this line. Cap. Haggerty was told to inform the Captains of the coal ships that the Rendezvous in case of separation at sea would be Savannah, as I did not wish to name the other place to so many and it is well I took the precaution, for Capt. Haggerty through some misconception told them the Rendezvous yesterday, instead of waiting for the last moment. One of these men went ashore and told *he* was ordered to go to Savannah—which I presume has gone by this time both North and South and I thought it best you should know the facts in the case.

We sail at Daylight and may God give us success is the prayer of Yours

Most truly

Mr. Fox
Ass. Sec.

S. F. D. P.

[S. F. DUPONT TO G. V. FOX]

[Written in pencil in Fox's writing: "Before capture of Port Royal."—EDS.]

Wabash under Steam
Tuesday, 9 AM. 29. Oct 61

My Dear Sir

Please inform Mr. Welles that we are off—and the Pilot will soon leave— There seems but one opinion now as to having waited for such a start—and I trust our present prospects & hopes will be realized.

Twenty Eight days ago this Expedition though long meditated by the wisdom of the Department, had in reality no form or substance. In my judgment nothing more could well have been added in that time. I felt at the time of the final decision at Mr. Sewards house, 1. Oct that the embarkation at Annapolis was an error —the troops have been too long on board and are too raw—but the Generals are able.

The ships of my squadron are in as high condition as I can expect—and I am thankful to the Department for its endeavors to make it as efficient as possible, & to your practical, intelligent & personal supervision & zeal I shall ever recur whatever the results in store for us may be.

We have considerable power to carry on an *offensive* warfare, that of *endurance* against forts is not commensurate. But in so righteous a cause as ours, & against so wicked a rebellion, we must overcome all difficulties.

Please give my highest regards to Mr. Welles and believe me My Dear Sir

Yours faithfully

Hon. G. V. Fox
Ass. Sec. Navy
Washington D.C.

S. F. DuPont

9.30 Pilot leaves.

[S. F. DUPONT TO G. V. FOX]

Wabash, 9th Nov.
Port Royal, S.C.

My Dear Mr. Fox—

During the disheartening events of our passage, my faith never gave way, but at some moments it seemed appalling. On the other hand I permit no elation at our success. Yet I cannot refrain telling *you* that it has been more complete and more brilliant than I ever could have believed.

I have been too fatigued to send a detailed official account of the battle. My report is full up to the eve of it, and I think will interest you, but I had to content myself with a succinct account which I think will be liked as well as a more detailed narrative. This I will however forward in time for the Secretary's report.

I kept under way, made three turns though I passed five times between the Forts. I had a flanking division of five ships, to watch Old Tattnall who had eight small and swift steamers ready to pounce upon any of ours should they be disabled.

I could get none of my big frigates up. I thought the Sabine would have gotten down. To the St. Lawrence I sent no word and the Savannah was blown off. I do not regret it now except on their account. I be-

lieve my plan was clever. I stood against the tide and had the management the better in consequence.

Their confidence was extreme that they could drive us away. They fought bravely and the rifle guns never missed. An 80 pr rifle went through our main mast in the very centre, an awful hole. They aimed at our Bridge where they knew they would make a hole if lucky. A shot on the counter let water onto the after magazine, but I saved perhaps a hundred lives by keeping underway and being in so close. We found their sights graduated at 600 yds. When they once broke, the stampede was intense and not a gun was spiked. In truth I never conceived of such a fire as that of this ship on her second turn, and I am told its effect upon the spectators outside of her was intense. I learn when they saw the flag flying on shore, the troops were powerless to cheer, but wept. G[l]. Sherman was deeply affected, and the soldiers for once are loud and unstinting in their expressions of admiration and gratitude.

The works are most scientifically constructed and there is nothing like 'Walker' on the Potomac.

I did not allow the victory to check our ardor, but dispatched some vessels under Gillis over the other side. To day I have an expedition to Beaufort, to save the light vessels, but Ammen tells me who went up, they were fired instantly after the surrender. Bankhead is up there aground tonight, but Curlew is watching her. Beaufort is deserted. The negroes are wild with joy and revenge, robbing Beaufort. On the other hand they have been shot down they say like dogs because they would not go off with their masters.

I have a boat already at Scull Creek and the communication between Savannah and Charleston cut off. The Sabine has brought the Marines. They have been

nothing but trouble to me. The Monticello has not reappeared and some think she went down in the gale.

I am hurrying up for Fernandina and for *everywhere,* for the terrors will now be complete and some people here tell us that they are obstructing Charleston Bar even.

I have written to L. H. B. for all aids to navigation. Please send me a complete Pilot book and another—try if possible. The Forbes is invaluable. Florida Goldsboro still missing. After Fernandina we will be ready for Savannah Bar. The Susquehanna filled us with admiration. She stuck to us like wax and was our main support, as I told Lardner, he was always precisely where I wanted him to be, and doing precisely what I wanted him to do. We want some ship carpenters.

Yrs truly

S. F. D. P.

Please remember me to Mr. Welles. I thought of him and you about the first thing after I fired those fellows.

I let Wynn go home. I had not time for a survey, don't let him humbug you any more. I have ordered Drayton to Pocahontas—no one to Cotton yet—she is a great vessel and came near being lost.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Monday
11 Nov. 61, Port Royal

My Dear Sir—

The Coatzacoalcos goes in the morning—there is nothing *very* special to add to my letter of yesterday. I send certain letters to explain our operations about

Beaufort. I did not have the flag raised *in* Beaufort, because it may not answer the Gen[ls] purpose to hold it —though it was well to show up the Gun-boats for moral effect. I was to have gone up with Sherman today but a fog prevented.

We are all tinkering; the heavy gale caused a good deal of injury in various ways to the smaller vessels.

Our own big job is the Main Mast, it is weakened one third—we are plugging up the holes and the Carpenter thinks he can fix it so as to make it stand in a gale of wind, though it will be a clumsy piece of work. When the ship goes north in the Spring if you will have a new one made she can take it in. We lost main topsail yard, spanker boom, lower boom, topmast &c. Those rifle 80 prs have the wickedest whistle I ever heard, how we all escaped on that Bridge I cannot conceive.

I concluded to send Vandalia North to fulfil my promise to the crew, & we have helped ourselves out of her—her two 8 in guns I have given to the Isaac Smith, & provisions & ammunition also have been taken from her. I am painfully impressed with the worthlessness of Sailing vessels since I have got to work out here— See the reports of the Sabine sent by this mail!! he has been a month in the Station. The Dale came in the day before our action & I packed her off to pick up coal Ships & go back to her Station. The Q[r]Master has given me some 80 000 gals of water & I am sending the Steamer which has it in out to Georgetown— Sending Alabama in the meantime to Georgetown—but I hear the Flag is off with Rodgers, Lardner having sent her to repair, the bottom of the boiler having come out.

I am exceedingly anxious to get away to Fernandina, for I see the old Story coming on me, viz the soldiers will absorb the fleet if I do not look out—if I can get

through that and some other points perhaps St. Helena, I can come back here & make a station of it.

Will you please hurry back Steadman & not let him wait for *all* the ammunition asked for if it be not ready?

I do not intend to send vessels North if I can help it —I can make out here for water, but there are so many repairs required to ship, boats, & Engines, that if you could send down a certain number of ship Carpenters and Mechanics in iron, I think it would be economical I am sure, of course I mean shipped men—

Please let us have Pilot boats too, Davis says the G. W. Blunt. We should make the Pilot by the general rules I suppose. A Tug also if you please. The Mercury has paid for herself already—the Forbes is invaluable.

If you will give me Tuscarora & two new Gunboats, you may have Sabine, S^{t} Lawrence, & Vandalia, 130 guns for twenty.

The magnitude of our operation is growing upon me & the blow is ringing all over the Southern country— the Planters talk of burning their cotton—and as this is the only sinew of war with them, the sooner they go at it the better.

I am at work at my detailed report of the action, with correct drawings of the order of battle &c which may some day go to the Naval School. The sketch I sent you is not *critically,* but generally correct. I will send my report by Atlantic in two or three days, in full time for Secretary's report or to go with the Documents.

When you can find leisure to give me a private note do so. You can take the credit of this business to any extent yr visit to New York put me upon it. It turns out Bulls bay is *very defensible* & not much after you take it. I think poor old Tattnall & Co must feel mean.

Please make my regards to Mr Montgr Blair & to Mr Blair Senior, the latter so correctly looked forward for some naval results to help on the war on our side, that I hope he will be gratified but we must not stop here. I think the capture of the Forts was clever, but I think also the getting on the Wabash was cleverer.

Confidential.

I have one misgiving—our army here are depredators & freebooters—they are robbing as at Hampton in all directions, & robbing the poor negroes too, for all sheep, poultry, sweet potatoe patches &c belonging to them, & they are our friends, they will soon be disgusted & become our enemies—Sherman is a *soldier* every inch of him, whether he can be a commander in chief remains to be seen he is as much disgusted at what I mentioned as I am. They have not commenced an intrenchment! & to us people look like a mere rabble—they have commenced a wharf at my request for they are very kind to me & I think all the generals would do any thing in the world to oblige me.

I saw Sherman yesterday & hurried him up about Fernandina and I earnestly begged him to put a stop to the plundering—& shoot if necessary.

Davis & Rodgers send their regards, they are great helps to me and Preston an extraordinary young man—Raymond Rodgers is even *above* his reputation.

Ever yrs faithfully

G. V. Fox Esq. S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Wabash, 12 Nov. 61
Port Royal

My Dear Mr. Fox,

You know how *conservative* I have been about putting back people who resigned formerly, however clever —but I desire to say to you that Watmough, Barnes, and Budd have fought themselves back and the country cannot spare such men; the two first have come more under my own observation and without wishing to draw any difference, I must say that I consider them as belonging to the very *highest order* of naval officers.

Faithfully

G. V. Fox Esq. S. F. DuPont.

P.S. I mean of course to original position, the list to be increased to receive them.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash, 15, Nov. 61
Port Royal.

Dear Mr. Fox,

The Atlantic goes to-morrow to return. She takes my *detailed* official report and correct map of the battle. Instead of our work wearing away with time, the achievement seems more appreciated by visitors to the forts than ever.

We were rejoiced by O. M. Pettit and Ellen coming in yesterday, they are worth their weight in Gold.

I send you a fac-simile of the S. C. Ordinance of Secession with the Cartes de visite of the conspirators, for Mr. Welles, taken from Gen. Drayton's head-quarters. We have his military map too, with the forts marked on the rivers &c.

Sherman sent a flag of truce yesterday to a place called the ferry, 7 or 8 miles from Beaufort where I sent his messengers by gun boat. They were cooly rec^{d} and it was not wise to send the message. It was elicited by some one a Br subject asking for protection.

Ought Sherman to have issued a proclamation without my knowledge? I like him but I think Stevens a tortuous man and very smart.

If we were to withdraw our naval and physical protection this army would be prisoners of war in 4 weeks. I don't believe a white man who robs a negro of his subsistence will fight.

Missroon came in to-day, (not his ship) and he has gone off again. I was glad to see him and sent for John Rodgers. The Tybee Isl is fortified and requires a 9-ft draft to approach it and they deem it impossible to put the stone there except under very strong covering with many gunboats, no covering with the frigates. We can put the vessels on the outer bar and you can send them here. I will see further tomorrow.

Curlew must go home. It would be throwing away 45000$ to give that for her. Watmough is grieved at losing his command but in character with himself pronounces her unfit. Will you say to Mr. Welles and to yrself that I would esteem it a particular favor if you will give Lt. Watmough a Gunboat and send him out immediately to me?

I look upon him as the *first* man afloat of his age—he will be very important.

Connecticut in to day—R Island yesterday. I will

write an official letter about Beaufort. Waiting for soldiers to go to Fernandina. I doubt if they dare leave. I think I can hold it with the Marines.

Very tired. Excuse this hurried letter.

Ever yrs faithfully

S. F. DP.

I asked Sherman to call Fort Walker, Fort Welles. I think he will do it. Davis saw this fort for the first time yesterday and says they ought to have whipped us.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Port Royal Stʳ
Nov. 25th 61.

My Dear Mr. Fox

I don't think there is much use in writing *private* above, after your sending my hurried note to those murderers the press, who seemed to have taken pains to make nonsense of most of it, if not mischief for the paragraph about the big frigates was sadly mutilated, and might give offence, for I am made to express the opinion that the Sabine has gotten clear up to the St. Lawrence, which people will of course understand as the river.

The dispatches by this opportunity (by Illinois) are pretty full and cover various subjects which I thought Mr. Welles would like me to touch upon.

We are yet without a line from the Dept. since our occupation here, and the detention of the Bienville with our ammunition and the suggestions which doubtless she brings from the Secrety and yrself, to say noth-

ing of not hearing from our friends, cause her delay to be annoying to us.

The dispatch about Savannah I am sure will gratify you. The blow here is still shaking fruit in all directions. If you have forwd the stone vessels, we may use them for wharves or caissons or coffer dams.

Will you please give a thought to the following suggestions—

1. A Depot Ship like Brandywine for hospital and other purposes, with medical officer and Paymaster.

2. We do not know what there is at Fernandina—this ship cannot go in—the Brooklyn or Hartford and a couple of Gunboats more I feel we ought to have—I am much spread now.

3. Don't forget the Pilot books and aids to Navigation. Our tugs are working all the time for army as well as for our ships.

4. Davis says if you want him to pray for you to send some of those new Side wheel steamers, for the Sound cruising—for I don't mean to have rebel steamers running in them much longer. He sends his best regards to Mr. You and Mr. Welles, to which add mine to the latter if you please.

Do me the favor to send me some first quality dispatch paper—a ream if you please—the stationery furnished is very inferior.

In haste

Cap. Fox,
Ass Sec.
Washington

Yrs most truly
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Confidential.

Wabash 1—Dec 61
Port Royal.

My Dear Sir

There is much disappointment here & even *depression* felt that the Dep'mt should not have published my detailed account of the engagement of the 7th we have papers to the 27th & it does not appear.

This feeling is increased by the fact, that the *reporters* have thrown individuals prominently forward in their usual extravagant way—getting the names of two or three officers & two or three ships, & repeating them to give the appearance of authority. I am afraid you may be keeping it to go with the documents in which case they think it will be buried, until all interest is lost.

I thought I would drop you a line to this effect & get you to repair the omission as soon & as *effectually* as possible—you had better get all the reports of the Comdg officers published at the same time.

The report went on the Atlantic two weeks ago.

Yrs faithfully

Hon G. V. Fox
Ass/ Secty

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Wabash. Port Royal
Dec. 1, 61.

My Dear Friend

If I were ten times as occupied, that kind, noble hearty private letter of yours would command my attention and receive my grateful thanks. Only a *sailor*

man with many other attributes could have written it —Davis & Rodgers enjoyed it with me & we were all gratified.

Davis & myself may truly say that when the deed of the 7th Nov. had been accomplished, after our wives we first thought of you & Mr. Welles—that your laborious work, yr long suffering patience & forbearance in that Department would find some reward in that days proceedings.

The Vanderbilt has stolen a march on us & goes a day sooner than I was told—so some things have to lay over.

Faithfully

Hon
G. V. Fox
Ass Sec Navy.

yr friend
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Confidential.

'Wabash' Dec. 6, 61.
Port Royal, S.C.

My Dear Sir

Raymond Rodgers returned this morning from a splendid reconnaissance of the Wassaw Inlet strangely overlooked heretofore by the Coast Survey. He had Stevens, Ammen and Bankhead's vessels, found 21 f. on the bar, went up ten miles from it and saw the steeples of Savannah.

Boldly advancing on the fort, to his astonishment he found it abandoned like those in St. Helena Sound. Eight heavy guns had been removed—the magazine blown up, the beds and circles broken. The Fort now building is on Wilmington Creek near a Coast Survey triangulation station and ten miles from Savannah.

Now my Dear friend I want to make a point as the Japanese express it. We are you will see going more and more into the flanks of the rebels, driving them from these coast defences and keeping up our prestige I think,—but alas my vessels are so spread and absorbed, that we have to *come out* of these places again. Drayton is holding all the St. Helena waters and the Dale is to be the depot ship—at Otter island and keeping up this demonstration off Savannah by the ships in Tybee roads is right also,—and now comes Wassaw, and I believe (I don't *know*) that Ossabaw and the rest of the Coast of Georgia will be ready to fall into our hands. This you will remember was the regular plan of the Department, but I never thought I could carry it out so fast—then again we were to begin at the lower end and work *up,* but having made this great breach in the centre, by the occupation of Port Royal, we are working towards both ends at the same time.

Mr. Welles and Yrself have been so kind that I dislike to be troubling you for more vessels—but besides the above disposition of them, the constant and necessary repairs to every steam vessel are more frequent and consume more time than you have any idea of. I don't want to say anything of a most remarkable ignorance which seems to prevail among some of my fine fellows here in handling vessels in a tide way, so that our collisions are more frequent than they should be, hence more tinkering.

Your stone fleet has arrived, and so far as Savannah is concerned anticipated—besides Tattnall is doing the work for us and I sent to Missroon to get him word if he could, that we would supply him with a half dozen vessels to help his obstructions off Pulaski. I have written to Lardner about the Charleston bar and have ordered the fleet in here in the meantime. They doubt-

less caused an awful fright in Savannah yesterday and certainly captured Wassaw. It is wonderful how safely they came. One encountered a water spout, which took his sails out of him. One or two got into Tybee just in time to go down. One in a sinking condition was towed to the beach for a breakwater and wharf.

I thought the inside of the Light House had been burnt, by an incendiary, but it was more likely the result of spontaneous combustion. The new frame barracks most comfortable structures were spared. These barracks seem to be holding out imploring looks, to be occupied by our troops! What I write is about *our* business, but I yearn to see Savannah and Charleston taken—then the neck of the foul thing will be broken.

Davis and Rodgers send their warm regards to you. We are all three excessively busy but very happy.

Yours most truly S. F. DuPont

G. V. Fox Esq.
Washington

P.S.

Could you not take a holiday and run down and see us here? You always bring us good luck.

S. F. DP.

I have been told a brigade goes to Beaufort! Glad to hear of any movement, but Beaufort is not Savannah, nor the way to get to it.

[S. F. DUPONT TO G. V. FOX]

Private Wabash, 16. Dec
Port Royal

My Dear Sir

I have been merged in reports, surveys, sick, broken machinery &c, so this mail by Atlantic our favorite

steamer only takes just such things and no general report of my proceedings which Mr. Welles and yrself would like to have. So I will jot down whatever comes up first.

1″. Sherman thinks Fernandina wholly secondary now, and it must fall with Savannah. While I want to take it, more because it entered the original programme, and because it is a nice naval operation, though I am much of the same opinion. With this Harb. St. Helena, and Tybee Sound in the very centre of the stations we have as many harbours of refuge as I want—but I think it may help the Union people to hoist the flag there and so soon as Davis closes up Charleston with the Stone vessels I will take the matter up. In the meantime the Gen[l] has unloaded the vessels—for which he was paying exorbitantly I mean those intended for F. and when I can get ready—if he gives me a Regiment with the marines, it may be quite enough to hold the place. The taking it will not be much, with my present knowledge of it.

2. I shall have Charleston closed this week. Davis was to sail this morg—but the Easterly weather makes work impossible on these bars, particularly with the hulks drawing so much water—they have been very troublesome, but will all pay in some way or other. I gave two yesterday unfit to go to sea again to the Q[r]Master for wharf and breakwater. The same for sheltering a landing on Tybee very necessary. Davis thinks he will succeed in closing main entrance at Charleston and so do I. Boutelle thinks not, but we will see—if it lasts till March or April it will be worth all the trouble.

3. The Sabine came in yesterday in want of water. St. Lawrence already in for the same purpose. Susquehannah out of coal and then the *lame ducks* in machin-

ery and the easterly wind keeping in Drayton who with a Division is going to North Edisto and Stono. I felt almost sick at seeing so many vessels in port—but there will be a scattering tomorrow.

I cannot water the Sabine from our resources, she wants some repairs and she may as well go North. Ringgold has shown a good spirit and wishes to be fitted up and sent immediately back, but I declare to *you in confidence* you can keep her if you can find any use for her but do send me a gun boat or two. The St. Lawrence ought to go home too but I may force *her* into Brunswick and I am going to send R. Rodgers to reconnoitre there.

The Seminole is next to nothing because she can catch nothing. The Forbes goes to-day. I recommend sending her crew to the Recg. Ship and laying her up until the repairs are completed and then recommissioning—in this way we get rid of poor Newcomb without any notification to him—he is wholly incompetent to command such a vessel and she was the most valuable steamer of her size in my squadron. I have given her rifle gun to Missroon—who is *anxious* in his responsible position but the very man to be there. I am hurrying Sherman to get his guns down there.

4. All well at St. Helena under Nicholson and Truxtun. The Dale is paying for herself there. Henry Andrew just back from there—made the trip over via Beaufort and Coosaw in *five hours!* Luce went in her —reports highly as every body does of Mather her Capt. I am going to collect the Cotton again around that Sound letting the Andrew go around. There is much to be had and Nicholson and Truxtun want employment. The Gov. here shirks this cotton question, but I do not care for that. I collect it to keep it from being burnt.

5. Many thanks for Vermont. She will be all in all. She should have a condenser and a place fitted for Machine Shop. Sailing vessels are a drug, but steamers have their weak side—the breaking downs break my heart. Unadilla, Forbes, Flag, Florida, Seminole, tinkering all the time, and the three first *done*—Susquehannah touch and go. If you would like me to break up the inland Rebel Steamers I must have more Gunboats. Where is the Adger—all this time at Balt°?

The most active vessel I have after the Gunboats is the Pawnee since she is under Drayton. How came his predecessor in command again after giving up so fine a ship, every one is speaking about it here.

Sherman is preparing for his campaign. I think he knows what he is about, and seems confident of doing something. I wish I could feel any degree of confidence in his troops. Some of our officers the other night while up beyond Beaufort, went out to the outer pickets and found every mother's son asleep and that is not all, they were a long time awaking them.

I am asked every day about that detailed report—do have it published. In great haste

Yrs most truly

S. F. DuPont

A *Condenser* in the Vermont—see King's report.

Tell Bridge *no tobacco nor soap* in Relief. Much wanted.

[S. F. DUPONT TO G. V. FOX]

Private

Dec. 21. Port Royal Str Wabash.

My Dear Sir

I have applied for an ordnance Lieut. Will you do me the favor to order Lt. A. S. Mackenzie late of the Hartford— You saw his mother in New York.

He had better call on the Bureau and get posted up and then on Dahlgren. I am worried a little about the Dept. for I want it right not only in itself—but in our records and archives.

Squally news yesterday from England. Let 'em come.

W haste

S. F. DuPont.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Port Royal
Christmas Day 1861

My Dear Mr. Fox

A Merry Christmas to you and Mr. Welles, and may the prodigious energies and labors of the Secy and yourself be crowned with success and peace for their results during the coming New Year.

The Department has kindly omitted heretofore to speak of the entrance of the Fingal into Savannah. My first act after the battle before its reverberations had ceased, was to dispatch the Augusta there, for I could

see no ships in the offing the day I entered here. How the Monticello came to leave without orders (for Com° Goldsboro' had told me to send her to him when I could spare her) I never could learn. But two days after the fight she entered in a dense fog, even our troops on Braddocks point did not see her. This went to my heart I confess and has given me periodical twitches ever since, for she brought the rebels great assistance—to our cost here.

My only comfort is that we have her pretty well sealed up; a contraband informed us she was loading with cotton and going to run out of Wassaw inlet, fearing lest the vessels blockading might be eluded I ordered Seminole and Pembina and Andrews to cross the bar; the former thumped, but they got inside just in time to run Tattnall's barge up a creek ashore[1]—the crew escaped, except two who hid themselves and made signals and were taken on board the Andrew. One of them a very intelligent and apparently perfectly reliable person has given us much valuable information—he is from Rochester N. Y. and belonged to Tattnall's ship—the Everglade. He had towed the Fingal round into Wilmington river, and has his other steamers and his hulk with the guns along—but he hitched on the Fingal and towed her back stern foremost, but on the Gunboats moving up after him, he fell back behind the fort at Skiddaway.

I have sent John Rodgers there, for I feel comfortable wherever he is—his boilers are repaired, some men can always overcome difficulties, while others do nothing but call for help, never putting their own shoulders to the wheel—but the Flag is very deep for inlet work and is long in turning owing to some defect in her rudder. If you could give him one of those new side

[1] They had come to see if the course was clear.

wheel double rudder vessels she could not be in better hands; for there are few such officers in any service. I do not rate him over his cousin, because I have never met such a perfect officer and man as the latter.

Would it not be well in appointing the officers to the new Steamers, to give such men who have made their mark in the inferior vessels a lift, rather than keep down the list and give to some below them?

I have had to withdraw the Savannah from Tybee and send her blockading. She got thumping too hard. Drayton is there now, another prince of an officer, with Stevens in the Ottawa who is also very superior. The Wyandotte is also there, but this force is smaller than it ought to be.

In reference to the latter, I am sorry to tell you that she is no acquisition—her light 32's have no sphere here at all, and her machinery is good for nothing—but for the efficiency of the Chf. Engineer of this ship I should have a hard time with such craft.

But this is not all, her Captain is in a state of mental stupefaction from intemperance. Being one of the 'Board victims,' I am moving in the matter with extreme caution and *leniency*. He was first reported officially through Davis by Parrott, for queer doings off Charleston, carrying Parrott 15 miles off his station and then firing guns, and when brought to an explanation seemed stupid. After getting here one of his Acting Masters reported him for frequent intemperance and bad conduct—then a Pilot I gave him to carry him out to Tybee he abused very much and the former an excellent fellow reported him in writing—then up comes a report from Drayton saying 'the Captain of the Wyandotte seems quite stupid and I believe from drinking.' So soon as I can get him up here I will send him all the reports and ask him for his explanations, and will

send the papers home. I think it would be well for Congress to authorize Flag Officers to order Courts of Inquiry on the home stations. I believe this poor man, ——, had a blow in his head once and a very small quantity of liquor affects him in a strange way.

The Prisoners taken in Wassaw gave us a good many items—they have 45 guns on Pulaski. The other deserters say the same. The rebels are kept perplexed as to our operations and have placed their forces between Brunswick and Savannah. No intrenchments going up around Savannah. An attack on Tybee just in the manner that Missroon said it would be made and of which he could not persuade our Dutch Col. ashore, was only prevented by Robt Lee telling them the ships would knock them all to pieces if they attempted anything of the kind. Gl. Wright is coming on bravely there and the defences are well through—he has a masked battery of rifled cannon beautifully placed and the support between ships and shore will now be mutual by his very clever engineering.

We still have many stories about my quondam Commodore and friend Tattnall—it seems he landed with his Marines on the day of the fight, (I saw him disappear) to help Fort Walker, but arrived to see only the disastrous flight, and then from excitement, he became senseless and was carried back. Maffitt was drunk when he approached near enough for Ammen to let him have the shell—and Tattnall turned him ashore and that is the last of that gentleman. I communicate through Scull creek with Tybee. Mather (smart fellow) made it the other day in 2½ hours in the Andrew. He went to St. Helena Sound in 5 h. We are waiting anxiously for the ferry boats, anything small to send inland. Please hurry the Forbes and give her to an active officer. Please think of a dispatch vessel. Now

I ought to draw off a little from Charleston and increase further South, but I have nothing to send. Please tell Wise I will answer his friendly and sprightly letter very soon. It made me laugh heartily.

Faithfully Yrs

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Confidential.

Port Royal, Jany. 4, 62.

My Dear Sir

The Vanderbilt played us a scurvy trick yesterday, having gone off without our mail, paid no attention to a gun from this ship, nor to a Tug which followed her out to the bar making signals all the time. Whether it was accident or design for a particular purpose—I cannot say.

The Oriental takes to-day the official reports of a clever joint Expedition, well conducted on both sides, in which the gun boats have been signally successful and drawing as much admiration from the troops engaged, as the whole fleet did on the day of the capture of the Forts.

The getting of them up the Port Royal or Beaufort River and then into the Coosaw (our Potomac) but thoroughly swept now, was a great feat, like the Spaniards over the dykes in Holland. Of course they often grounded, but they care no more for this than putting a mud flat on the beach. With light anchors hanging from the bowsprit and the armed boats from this ship they were even turned in their length—it having been asserted they would not be able to do this in either of

the rivers. The truth is, wherever Raymond Rodgers is, things are sure to go right—he possesses more enterprise with care and forethought combined than I have met with before. Gen. Stevens has sent me a handsome letter in reference to the cooperation, semi-official. Our howitzers under Irwin composed their only field artillery. This army code of signals is very superior, Rodgers and Stevens kept up the most perfect communication. The general impression is that the rebels did not come up to the mark, after a great deal of taunting and invitation heretofore for our troops to 'dare come' on the *fort* land, and leave the islands. Our shell did immense execution. A Colonel out with the skirmishers could see them burst among the rebel troops within the line of works—four men literally torn in fragments were killed by the bursting of one. Stevens thinks Evans was in command—the Leesburg man.

Now My Dear friend a little business. In order to carry out the above Expedition which has raised very much the morale of our troops, and in *spite* of *themselves* giving them a still higher opinion of *us,* I had to withdraw Ammen from Edisto, leaving Budd shaking in his boots lest the Charleston Navy come down upon him. The Ottawa had to come up from Tybee leaving Drayton with a lame duck the Wyandotte, and the old Vandalia, with heavy fire rafts building up the river. A three hundred feet one having been cut adrift by a loyal man from under Pulaski, was caught in Tybee and gave us excellent timber. The Pembina had to be taken from old Gillis threatened by the Georgia Navy in Wassaw, the 'Andrew' being disabled in her rudder. The blockading ships are getting out of coal and how I can relieve them I can hardly tell. Now, most important operations are pending between the Comdg General and myself based on naval and army

reconnaissances and contraband knowledge, of communications from Wassaw inlet into the Savannah River, also into the latter, through the islands on its northern or left bank, such as Venus and Elba—allowing Pulaski to be cut off from all supplies, a vastly better plan than a regular approach with mortars, which will cost a half million of dollars. I send a report from Captain Gilmore and wish I had John Rodgers' sent up last night from Wassaw (another man worth his weight in Gold) and you would then have some insight into our plans. We can *débouche* into the Savannah river between Pulaski and Jackson, rather near the latter, and hold the river there against Tattnall while the troops are occupying Elba and fortifying it. On the mainland there is hard ground enough for Sherman to move on the city, but he must have cavalry; he can get there by boats through the inland waters and is now drawing up piles from Wall's Cut, sunk after the fight here and a hulk sunk besides. Now I don't want to press you—but I am spread to my utmost capacity and if you cannot send me more of the regular Gunboats and particularly one or two of the new side wheel ones, (one of them to be given to John Rodgers) why I must wait—because you are the judge and not me where they are most wanted. I *won't growl,* but you have sent me nothing yet. Another item. Our army friends beat us all to pieces on the means of communicating and transportation, and I have to fall back upon them oftener than is pleasant to them—for example I did not dare remove my force from Wassaw and had to get them to tow down a coal ship for me, and by the way this brought up a question of insurance and further compensation to the Collier, please see to this in future charters. I have already asked the Department for a dispatch vessel. I dare not send the Tugs outside. No

Commodores Perry nor Barney yet, and what has become of that Light vessel! Coal, Coal too, please tell Lenthall—fortunately the army has long strings of coal vessels and have given us one to-day. Please also tell Mr. Lenthall three of his carpenters have gone home and we want more, a good boat builder among them, sending none but such as are willing to stay. Please hurry on the Forbes and what has become of Watmough! No machinery yet for Unadilla a painful lame bird and an eye sore in the harbour—if her commander a very worthy man is promoted do send a flash of a fellow out to her.

Steedman has sent me word that the Nassau people are going to try Cedar Keys, afraid of the North East gales on this side and so many of their small craft having been run into the breakers the last by the Gem of the Sea at Georgetown. I am dispatching the Florida there though it is on McKean's ground, for she may catch the Gladiator or her cargo distributed, and she will see to the safety of the Lighthouses &c. The Rail Road from Cedar Keys has caused this diversion from this Coast.

We are getting short of officers. The Vandalia is very short.

We had news from Wassaw last night that the Negroes were to have a *stampede* from Savannah—the Fingal had gone back and unloaded, and that Tattnall's vessel had been burnt by the slaves—that 17000 men were between S^{h} & Brunswick, intending to set fire to the former city when overpowered. Some of the contraband who bring news in this way are very superior darkies. 'William' who went with the Gun boats especially so. I intend to give him fifty dolls for his pilotage and enter him as a Pilot—he knows every foot of the inland waters. These men risk their lives to serve us without

the slightest hesitation, indeed like Governor Pickens they seem insensible to fear—make no bargains about their remuneration, leave all that with entire confidence to us. The batteries at Skiddaway, Thunderbolt, and Green island (on the Ogeechee) are pretty fierce and the water shallow—but what I have told you above will fool them all. The contraband report great gloom in Savannah at what they call the apology to England, every one looking to a war. A thousand cavalry in from Virginia and say the rebels have given up Western Virg[a].

Best regards to Mr. Welles.

Yours faithfully

Hon. G. V. Fox Ass. Sec
Washington

S. F. DuPont

I have nothing from my home since 10" Dec. I believe our Lyceum mail don't come. Savannah bad with scurvy has come in for wood and water and provisions.

Enclosure

[Q. A. GILLMORE TO T. W. SHERMAN]

[Copy]

Confidential

Office of Chief Engineer Ex Corps
Hilton Head S.C. Dec. 30" 1861

Brig, Genl" T. W. Sherman
Commanding Ex Corps
Hilton Head S.C.

Sir,

I have the honor to communicate some information obtained from the colored man Brutus who accompanied me from Tybee this morning. He is the most

intelligent slave I have met here, and is quite familiar with the rivers and creeks between Savannah City and Tybee Island. He made his escape from Wilmington Island last week in a canoe.

He says the enemy's pickets are thrown forward every day to the eastern extremity of Wilmington Island; that the Skiddaway battery is about three miles above the position abandoned at Wassaw and mounts 6 guns; that the Thunderbolt battery is six miles higher up still and mounts 6 guns—(possibly 8 by this time) and that the road from the Skiddaway battery to Savannah, passes within half a mile of the Thunderbolt battery and is commanded.

He also communicates the very important piece of information, that boats of not over 10 ft dft", can pass from Wassaw Sound to Savannah River at high tide, through Wilmington Narrows and St. Augustine Creek, leaving Wilmington Island on the left and thus turning the Skiddaway and Thunderbolt batteries. There were no guns on Wilmington Narrows when Brutus came from there. By this route St. Augustine Creek is entered about three miles to the Northward of the Thunderbolt battery.

The Steamer St Mary one of those observed to be in attendance on Fort Walker before its capture—has been plying on this route for the last two or three summers.

In entering Savannah River from St. Augustine Creek, it is necessary to pass within about two or two and a quarter miles of Fort Jackson. Elba Island, in Savannah River just below Fort Jackson, and opposite the entrance to St. Augustine Creek, is several miles in length and contains some fine ground. There is a ship channel on both sides of it. Savannah River has no tributary on the South side, between St. Augustine

Creek, and Fort Pulaski. Oyster Creek makes in so near the Savannah River, about 3 miles above Fort Pulaski, that a vessel in it, would appear to an observer on Tybee Light House, to be directly beyond the Fort. Oyster Creek, some miles above the point where the passage leads from it to Wilmington Narrows, loses itself in the marsh, or as the negro says, "runs out to nothing."

I must say that I place great reliance on Brutus' statement, for everything he said of Big Tybee Inlet, was verified with remarkable accuracy by my examination. What he says is moreover confirmed by other slaves at Tybee Island. I recommend a gun boat reconnaisance up Wilmington Narrows, and solicit the privilege of accompanying it.

If we can get into Savannah River, by a line of communication that we can retain and control, it seems to me a far better policy to reduce Pulaski by cutting off its supplies, than by the very doubtful and very expensive operation of bombardment from Tybee Island.

I estimate, that after the armament applied for arrives, it will require at least one month of hazardous labor to get the pieces in position ready for opening on the Fort. A preliminary work of three or four weeks, will certainly be necessary to prepare the platforms, embrasures, bomb-proofs and service and store magazines. The landing of the ordnance stores will be an immense operation of itself. If we suppose all the mortars to be 13 *in,* and all the solid shot to be thrown from 8*in* Columbiads, we will require storage room and land transportation for about,

300 Tons of powder
1900 " " shells
470 " " shot

The powder will require an immense magazine. I disclaim any wish to shrink from this labor, but as there seems to be at least two ways of accomplishing the reduction of Pulaski, we ought to select the one offering the greatest advantages as regards rapidity and economy.

The reduction by bombardment and cannonade I deem practicable, on the supposition of exhaustless means. Whether it is expedient to make the attempt, and incur the risk of failure is another matter. Fort Pulaski is fully as strong a work as Fort Pickens, and we are informed that the interior arrangements to protect the garrisons are extensive.

We cannot reach the casemate blindage except by fragments of shells, which would do them very little injury. My chief reliance would be, as I have already intimated to you, in heavy rifled guns, to be used in breaching the walls and dismounting the guns. I respectfully ask the Commanding Generals cordial attention to this subject, in all its bearings.

Appended to this is a tracing which gives a general idea of Big Tybee inlet, as developed by my examination of it, and also of the Islands and waters between Tybee Island and Wilmington River, as I understand them from the statements of Brutus and other negroes, claiming to be familiar with that neighborhood.

Very Respectfully Your most Obdt Servt

Q. A. GILLMORE

Capt" & Chf" Eng Ex Corps

Enclosure

[JOHN RODGERS TO CAPTAIN DAVIS]

[Copy]

Confidential

Flag, Wassaw Sound
Jan^{y} 2, 1861

Dear Davis

I learn from Isaac Tatnall Gillis, Contraband, who escaped from the St^{r} St. Mary at Savannah to Tybee, 3 weeks ago, that there are 5 Batteries on St. Simon's Island and two on Jekyl Isl^{d}. All these batteries are made of railroad iron and palmetto logs, the guns in bomb proofs.

These Batteries may be avoided however in going to Brunswick by entering St. Andrews Sound and passing through the Jekyl Creek with about 2½ fathoms at Spring tide. This passage debouches about 2½ miles from the Batteries on Jekyl Isl^{d}. The passage through St. Andrews leads to Fernandina. There is but one Battery on Amelia Island, none on Cumberland Isl^{d}, the guns having been removed.

The guns on Amelia Isl^{d}, old ones brought from St. Augustine, are pointed across the channel towards Cumberland Isl^{d} and cannot be brought to bear upon a vessel coming upon them from the inside.

No work has been done on F^{t} Clinch and no use made of it.

Through Ossabaw Sound, there is a passage to Montgomery, about ten miles from Savannah, with a good road leading to that city.

There is a sand Battery on Green Island, which must be passed in going to Montgomery.

There are no batteries at St. Catherine's Sound nor at Sapelo, Doboy, Altamah nor St. Andrews. There is a battery of 5 guns at St. John's, and one with 4 at Nassau.

Genl Yulee (Query The famous Senator?) commands at Fernandina. In the scramble for the Virginia guns, poor Florida was pushed aside, and left without any. Therefore, and because she cannot get back her troops from Virginia, Isaac thinks the Floridians will not fight with any very good will. About 2000 troops at Fernandina. These people were formerly fed by Steamboat from Savannah through the Romilly marshes which we now block, so that at present they must be fed from Brunswick, by Railroad from Savannah.

Freeborn cut has plenty of water, Isaacs thinks 4 fath. to the Savannah River which it enters about 3 miles below F^{t} Jackson, and one below the entrance to St. Augustine Creek (See Savannah Chart). About 200 yards from the River, Freeborn's cut has a short double bend. Isaac was in a Steamer with double engines disconnected; by giving away on one paddle and backing with the other, she could scarcely get through; men with lines could have a vessel round. Isaac heard about 2 months ago that a section of the dry dock was sunk in Freeborn Cut. He does not know whether this is so.

Isaac says that Fort Pulaski is badly provisioned, that it depends upon daily supplies from Savannah, and that in a weeks blockade it must fall from starvation.

He can take vessels into the Savannah River at night if desired thro' Freeborn cut or thro' St. Augustine or Wilmington River. These two last names belong to different parts of the same stream, or by ascending

through Freeborn cut and coming down St. Augustine Creek, the forts may be approached in a direction they were not intended to resist.

If a force to resist the Georgia Navy can be got into the Savannah River above F^t^ Pulaski then the fort will be starved sooner or later, and fall without a blow. This will open Savannah River and Savannah to our Guns. Fort Jackson is on our way, but its guns are all en barbette.

By sounding here, we have found only 9 ft water *at low tide* into Freeborn cut.

After emerging from Freeborn Cut into the Savannah, Isaac thinks 2 fathoms can be carried down and across the river to Venus Point. See Savannah Chart.

The Flag is now between G. Wassaw & Little Tybee Isl^ds^ blocking Freeborn Cut. The H. Andrew disabled n^r^ G^t^ Wassaw Battery. The Seminole and Alabama at the entrance of the Romilly marshes.

Isaac has been pilot for years in these waters, he thinks he is worth $1500—his master got $35 per month for his services. Gillis, I think, scarcely sees his way clear in putting him upon his Books for pay. I do not think he ought to be made to risk his neck for nothing. Gillis said he would enter him, upon my urging it, but I do not think he has done so.

I send the Commodore his chart of Port Royal colored by M^r^ M^c^Cauley and backed. It is, I think neatly done.

All the information I have gleaned from Isaac is interesting to me, and you will I presume find it valuable as confirming or raising doubts, and getting better knowledge thereby, from other sources.

Yours most truly

(Signed) JOHN RODGERS

Capt. Davis

Enclosure

[JOHN RODGERS TO CAPT. DAVIS]

Wassaw Sound
Flag. Jan 4th 1861

Dear Davis—

I had a conversation with a contraband on board Gillis vessel who goes up in the Harry Andrew. He has white blood in his veins and is intelligent—name, Thos Franklin I think.

He says he heard that Com. Tattnall has resigned, alleging the infirmities of age. That three of the steamers are sunk in the channel—if so I presume the hulls were worthless, and the engines were wanted. This looks doubtful or rather very improbable. He says Fort Pulaski in which he recently worked as brick layer, (his trade) is well provisioned having five months supply. He says that the walls are badly cracked—that about 3 months ago the flag staff was struck by lightning and the fort was very much damaged by the stroke.

These are the main particulars. He is worth examination.

I write to you this because I do not think Gillis attaches as much importance as I do to this source of information. In war correct news is of so much value that sources of it should be examined. By digging, the clear water of truth will be reached.

It would be well to constitute an inquisitor with full power to torture with questions any unlucky white man or negro whom the misfortunes of war shall bring into his hands. Thus may our faith in the stars and stripes be vindicated.

Yours very truly JOHN RODGERS

Enclosure

[S. F. DUPONT TO G. V. FOX]

4th Jany. 8 PM.

Dear Sir

A whale boat is up from Tybee where the Andrew had to put in having broken her rudder a second time. I send off for her. We are fortunate in having a most efficient man in this ship the Chief Engineer, who puts these matters quickly to rights.

The contraband mentioned within is 24 h. later from Savannah than the previous one, who had stated that Com° Tattnall was considered too old and this one brings the news of his resignation. A General Harrison reviewed 15,000 men near Savannah—troops are arriving every week from Virginia—guns are still going up on Pulaski and 4 rifle cannon came from Richmond yesterday. They look to losing Savannah and this man also says they are to fire it, while they intend to hold Pulaski. Gillis thinks this man may have been sent as a spy. Except in *precision* of details and numbers I have great reliance in them—though we know also that a few are faithful. This we know by the signals that are occasionally made from the plantations on the approach of the Gunboats or armed launches.

Yrs truly

Mr. Fox S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

Wabash 8″ Jany 62
Port Royal

My Dear Sir

One word on a subject which has considerable effect on the *morale* of officers—viz—the publication or non publication of official reports.

I always intended to have suggested to Mr Welles the publication of my reports or such portions of them as could see the light by way of keeping up consecutive and correct information of our doings here, and thus carry along the antidote to the mistakes made and ignorance of letter writers. Some people are writing yet to know what has become of our people driven away from Tybee. The country believe at this moment that we are shut up in Port Royal and have not advanced a foot—while I am holding *seven* harbours of refuge in lieu of the two you required me to take. I say *seven* because *South* Edisto, and Ossabaw are nullified by North Edisto and St. Helena it being between the two, and Wassaw inlet covering Ossibaw. 34597

Now comes the point. You have lately published some such reports and reconnaissances and not others—so that some officers are chronicled while others in equal operations are not. Drayton's report on N. Edisto I see reported—it is very interesting but his two previous ones on St. Helena much more so, and on the negro condition especially coming from *him* would have caused a good deal of effect.

So with R. Rodger's reports. You gave his capital

one on Wassaw but not the one on Ossibaw. And then of all others, you have not published Davis's on yr *favorite* stone fleet. Now, different officers go on these Exp. and it is on their acct that I write.

I see more than I want of my own name, and wish to live through my officers.

I am going to lose *two Lts.* Please let me have Lt. Mackenzie. Excuse great haste.

Yrs most faithfully S. F. DP

What are your views about the commanding officers for Dale and Wyandotte?

Upshur has applied for one or the other, on principle he being Senior—the last has filled an immediate emergency. Luce too has to go to the Academy and will go North on R. Island. The young Masters must work up in their places but Luce and Upshur are tip-top men and Rodgers was so sorry to lose them and then Corbin I presume will go soon.

[S. F. DUPONT TO G. V. FOX]

Unofficial

Flag Ship 'Wabash'
Port Royal Harbor S.C.
Jany. 11, 1862.

Dear Sir,

I have only a short time to write by the Rhode Island now here for a few hours on her way north: but I cannot let her go without answering one part of your letter of the 4th of January. You regret that the second expedition did not proceed and say that "the original plan ought to have been carried out because," (in a former part of your letter in the same connection,) "the polit-

ical condition of things renders it imperative that we should possess all the Southern ports possible."

Will you permit me to remind you, that the original plan of the expedition contemplated the seizure and occupation of two ports, as harbors of refuge; and that I have taken seven ports, and now actually hold five ports, of which three are in South Carolina, and two in Georgia; and of which five ports, three are held by me in connection with the army.

I received by this mail of to-day an important letter of December 10th. This reminds me to renew my earnest desire [previously expressed] to be in more rapid and regular communication with the Department than by the Supply Ships; and I would suggest that an understanding should be had between the Commandant of the Navy Yard, the Army Quartermaster, and the Post Office, at New York.

But do not suppose from anything above, that I have lost any portion of my interest in the Florida business. It is only a question of ships; and it will be prosecuted as soon as it can be done without abandoning other points. I am perfectly posted up in reference to it; but I ought to have one or two efficient vessels of moderate draught, like the Richmond or Hartford, because the large men of war of the squadron are excluded. I should like also to have four additional *regular* gun boats, which would be allotting me eight only out of the twenty three.

The withdrawal of the R. B. Forbes, a most useful vessel, reduces my squadron. The Wyandotte is almost useless. The withholding of the mortar fleet makes me still farther unhappy.

But as I said to you in one of my previous letters, it is for the Department to judge what it can spare and what it cannot; and to this I cheerfully submit. It is

my duty, however, to let you know in this unofficial way, and with the best possible spirit, that I feel myself very much pressed.

Thank you for the Key Stone State.

Faithfully, Your Obed. Serv't
S. F. DuPont

Hon. G. V. Fox
Assist. Secy. of the Navy
Washington.

[S. F. DUPONT TO G. V. FOX]

Wabash—30th Jany 1862
Port Royal

My Dear Sir

Lt. Comd. Temple thinks that some few days at the North will break his tendency to fever and is anxious to get service as soon as possible. He did his work well at Nassau and I am sure will do it well any where. If therefore you can fit him to a command I would be pleased to have him attached to this squadron.

I am more and more reminded of the blessing of Providence upon our first entrance here in Nov. The Savannah got ashore under our best Pilot and Missroon had a hard time in getting her off. The Baltic also struck coming in the last time and had to throw valuable stores over board. And all this mind you with the channel elegantly buoyed, light vessels &c.

I trust the same protection is going to follow us—if so, I hope you will hear good things of us. Our demonstrations of the last two days were very successful as such.

In haste, further by next steam mail.

Yr friend faithfully
S. F. DuPont

Ass. Sec. Fox.
&c &c

[S. F. DUPONT TO G. V. FOX]

"Private and Confidential"

Flag Ship 'Wabash'
Port Royal Harbor S.C.
February 10" 1862.

My Dear Sir,

Your last unofficial letter came safely, many thanks for it: I like to glean from such, a little of the inside tone and temper of the Department. I need hardly add how much I sympathise in the tremendous calls upon you, and what a hard master our Public is to serve. The best way is not to think *too much* of what will please it, but to think of what is best and what is duty. Now for a few dottings as you term them.

1st. We are stinted in Coal and Ammunition and I am indebted for sixteen hundred tons of the former to General Sherman.

2nd. I am anxious about the Vermont. You left too many tanks in her. Ten thousand gallons, as a reservoir would have been sufficient. Tell the Officer to wait outside until I send proper Pilots and choose the time of tide. I am sorry you gave her to a 'victim.' I hope you are not going to permit women to come along.

3d. Davis will leave by next Steamer or very soon. As soon as we dispose of No. 2, as we call it; though I think our Press has prepared for us much trouble below.

4th. We have stirred them up beyond measure here, Robt. Lee and Drayton and poor old Tattnall and Hartstein, the latter stationed up a tree on Colleton neck to

watch my movements, have all been flying about like moths around a lamp.

5th. Seven Gunboats, including the four *regulars,* are trying to get into Savannah River under John Rodgers, guarding the Soldiers who are putting up a battery on Jones Island, a work I think well of, except for the delay and the absorption of my force in guarding *troops.* Worst of all, I must have my regular gunboats and regular officers, and yet to leave only volunteer people with 'Western Worlds' and 'Merry Andrews,' makes me quake, but I shall be absent a precious short time. The weather is bad and unsettled yet.

6th. The return of 'Savannah' and 'St. Lawrence' I think may give you aid: the crew of the latter would do to send to Foote. You will find in history, not many Generals or Admirals who have volunteered to part with a portion of their force; but I really thought these ships were wasted here, and I brought myself up to the scratch by remembering that I had captured Port Royal with 134 guns, while I had outside some 163 belonging to my command.

In this connection let me remind you—not to complain, but to keep myself right—that of the 5 screw frigates I have one—that of the six first class Sloops I have not one—that of the 4 side wheels I have one—that of the 8 Second Class Sloops (Screws) I have four but two of these are the smallest and most worthless of the set—the Pocahontas and the Seminole,—Balch makes up a great deal it is true for the lameness of the former—he is a fine brave officer—and four regular gunboats. So you will perceive I have ten built men of war in my squadron, nine only in fact, for the Pocahontas cannot be called one. Where I am going I cannot but feel the want of more of the Mohican class, and one ship of the Brooklyn class at least.

7th. Resignations of young Engineers and Acting Masters come in occasionally. I dissuade and do the best I can. The Department's orders are excellent on that head and I listen to no applications for leave of absence.

8th. Despatched 'Bienville,' yesterday off St. Augustine in addition to 'Key Stone' to watch 'Miramon' with powder, gone to Nassau to renew Register, letter about her yesterday from Shufeldt.

9". Take care about changing officers, or withdrawing them. We are very low, it is like changing front before an enemy. These men should be relieved and not called home.

10". Take care of the Academy—dont call away another class or you will leave it an A.B.C. School.

11th. Please let me know how Acting Masters should rank, when they come in contact with Midshipmen Acting Masters. I had to decide a case on board Flag yesterday. The Midshipman Acting Master (Weidman) is a superior gunner and drill officer. The Acting Master (Warren) superior as a seaman and in date. I decided on the merits of the case and the necessity of the moment, and gave it to the latter, but I go for putting all the regular officers now in service in advance of the outside appointments, for gunnery is more than seamanship in a Steam Navy.

12th. My friend, I do not like the looks of things abroad in spite of the settlement. So soon as your Gunboats and present Steamers are done, we shall have enough for this rebellion; the Nation should arouse itself and prepare against Foreign interference ironclad ships &c. Every man should live on one half of his means for five years, all, except the man who labors for his daily food, until the country is in a state of defence, and I would show John Bull and Johnny Crapaud

whether I would do what I pleased with our own harbors, by closing one entrance to New York and rendering the other impregnable, and so on, along the Coast. Our independence and nationality are in danger —for God's sake, drop the negro question, it is dying of inanition, without any necessity to place ourselves legally and constitutionally wrong, thereby offending our weaker brethren, let us save the Country first from enemies within and without.

I am much interested in the contraband within our lines—they tell me there are from eight to ten thousand —they are daily increasing at Edisto and I have induced the General to send a Regiment to Edisto. I look for great work there when we get through No. 2.

But the contraband question is a very intricate one— how to employ them—who is to control—what protection are they to have—what authority to be given to those who work them. The various so called agents who come down here, more or less accredited, the collectors of cotton, collectors of negro statistics, the people of God, the best of the party who want to establish schools, do not all agree. Then we have the philanthropic newspaper correspondents, whose special happiness seems to be to abuse a General, who surrounded with extreme difficulties, is doing his best to overcome them. One thing is certain, that while the most rabid Abolitionist has not exaggerated their degraded condition, the transition state has not improved it. In England (I hate to quote her now for anything) a commission would be appointed by Parliament of wise unprejudiced disinterested and practical individuals to examine and report. Gov. Fish and good Bishop Ames had better be sent here than on a very doubtful mission to Richmond.

Do not mistake from my using the word Contraband

the relatively few who happen to be employed by the Government and the negro population on the plantations who are without work.

The Hartford called and has passed on!! But Davis will post you up about her—dont fail to ask him.

My warm regards to Mr. Welles.

G. V. Fox Esq Yours faithfully S. F. DuPont
Asst. Secy. of Navy.

[S. F. DUPONT TO G. V. FOX]

My Dear Sir 18 Feby 62.

Have not time to write unofficially, and I am much fatigued.

Coal—Coal—I am going with the ships unloaded. Lenthall made some mistake, so with the ammunition —do hurry it on. I should be tied down now hard and fast but for Sherman.

A paper of the 12th in. Glowing news from Foote and Goldsborough. It made my heart leap. If God is with us, you shall have all this coast in three weeks, so far as we are concerned, what we do not hold inside will be as tight as a bottle from outside.

The thanks of the City of New York to Ringgold made a roar to-day and a wag said, it was better to have been *outside* than *inside* on the 7th Nov. Strange all the *solid* honors thus far in this war have gone to two men who were never in harms way. Publish the letter about the Infernal Machines. I suppose that kind of obstruction is all right with the London Times—it does not keep the cotton in.

Mr. Fox Yrs truly S. F. DuPont
Ass. Sec.

[S. F. DUPONT TO G. V. FOX]

My Dear Friend

Will you do me the favor to give the enclosed letter the proper direction to Lord Lyons. It contains a letter to my friend Capt. Hancock of the Immortalite—whose address I had not.

I am off so soon as the tide is up, three days gale just over—the first we have had.

Ever faithfully in haste

Cap. Fox — S. F. DuPont

Navy Dept

Wabash 27th Feby. 62

Port Royal.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash Outside
Port Royal Bar
28 Feby. 62

My Dear Sir

My ammunition arrived just on time as I was detained by bad weather. Our operations of the last month have caused the enemy to concentrate everything round Savannah, and according to two deserters he has abandoned Brunswick! and withdrawn the guns from the forts at St. Simons.

All this I will see to—but my object in writing is to say that all approaches on Savannah will have to be probably by Ossabaw Sound and that the Ericsson

would be of immense service in knocking over the fort on Greene island. She could then proceed on to the Gulf. This fort is so situated as to make it very formidable on low marshy ground. I think the soldiers will want it taken.

Our feints here have been most successful—but there is seen for some reason a determination to defend Savannah—the river is obstructed, torpedoes and infernal machines in great numbers and masked batteries above Jackson. According to deserters they have sixty thousand men in and outside—this seems absurd, but not more absurd than the last report there are 70,000 in and round Charleston.

The Fingal is purchased and Tattnall fitting her for his flagship, with 9 guns.

In haste Yrs Most truly

G. V. Fox
Ass. Sec Navy.

S. F. DuPont

[G. V. FOX TO S. F. DUPONT]

Navy Department
March 6" 1862.

My dear Commodore:

I had a long talk with McClellan to-day to see if he had any objections to giving Sherman orders to go ahead with the first programme.

I was rather surprised to find that he did not know why it had not been carried out, and upon comparing notes more freely, we both found that we were entirely ignorant of what was going on or intended. Meigs was with us, and he had a letter from Sherman one month old, which seemed to intimate that the other expedition was about to move. Under these circumstances, an

order will be given by both Departments, suggesting that the matter go forward at once, unless incompatible with some operation now on hand. I do not think, as I have several times written you, that the Government place much importance upon the acquisition of Savannah, beyond the possession of Pulaski, but the recovery of a whole state is a moral victory that cannot be too highly estimated. The people expected Sherman to march at once upon Savannah or Charleston, which was ridiculous, and impossible, though I think he could have cut the railroad. He and his compeers, expected the gun boats to go directly into the Savannah river, and dash up to the city, which was impossible, so that a month ago he seemed to be waiting for the Navy to go South. In the meantime there is an immense force and the sickly season almost upon us. I look forward to it with dire apprehension. The Nashville has got into Wilmington, Southern accounts say by hoisting the American flag and going through our ships. A regular trade seems to be carried on from Nassau and Havana to some parts of our Southern coasts in small vessels. I suppose it cannot be entirely prevented, of course, but I do not believe they use Charleston and Fernandina as they pretend. There are eight steamers fitting out in England for the Southern coast, and the blockade would give us very serious trouble were it not for the desperate condition of the rebels, owing to their sudden reverses in the west. I think Europe will now withdraw their material aid. The Vermont, having met with serious losses, the extent of which are yet unknown, the Relief is now loading for Port Royal. I hope Lenthall and Harwood keep you well up in ammunition and coal. The resolution for you went through unanimously and I trust we shall obtain for you higher honors yet. The Maratanza "double Ender" is nearly ready

at Boston and we will send her down for Rodgers. The Miami steered badly but it was the fault of the constructor at Philadelphia. The Octorara is a gem. We shall get off the Vermont again at the earliest possible moment, but she is not yet saved, and I hear has lost her masts. Any little trophies from your district would be most gratefully received by the members of Congress, and as they constantly ask me for such, I have ventured to ask you to make up a box of the most trifling things. One word more, and good night. Don't write confidential letters upon a former flag officer to your *short* friend.

Yours most truly,

Flag Officer S. F. DuPont,
Comd'g So Atlantic Blockd'g Squadron
Port Royal

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Wabash off St. Johns
Florida—10 Mar. 62

My Dear Friend—

After sending Mohican, Pocahontas and Potomska to Brunswick I sent the 6 light draft vessels here to cross the bar, explore and go up to Jacksonville and to Palatka if need be—and after arranging all matters for the occupation of Fernandina, St. Mary's Geo[a] Cumberland Sound &c, with Gen[l] Wright and Drayton—I came out in the Bienville and joined my ship again, and run down here to see how the expedition was progressing. Nassau we have—but the boats were still outside the bar, except Ellen which we got in this afternoon. The others hope to get in tomorrow. These bars are very shallow and there is some delusion about the Fernandina one—we came out at high water yesterday,

with Mark Twain—how we got over drawing 13 f. I know not.

Four contraband hoisted a white flag and were sent for—they represent an entire abandonment all over the country, pretend to say the Governor has ordered everything to be left except Pensacola and Appalachicola.

I have sent Huron that cannot possibly cross this bar with her foot more of draft than her predecessors to St. Augustine to send up Keystone to P. Royal for my mail and to ask Lardner if all is quiet there, for Sherman had a long face the day I left him.

I want to finish off this coast—and possibly the Theodoro and Casslin are stowed away in some of the inlets—also see about the Live Oak in Mosquito inlet. You can get as much as you want on Cumberland island.

Regards to Mr. Welles.

Faithfully Yrs S. F. DuPont

I hope Davis is with you today.

Please hurry Flag and send me some light draft Tug or ferry boat for *Edisto*. Ellen is nearly used up and the tugs must be repaired or break down altogether.

Don't say I never gave you any thing for I enclose you a thousand dollars—but I am rich I have some half million more.

[S. F. DUPONT TO G. V. FOX]

Off St. Augustine
14 March 62

My Dear Sir

All these reports are interesting. Do have them published, they encourage the officers more than anything else.

The great want of the Govt. is an official Organ for *National* effect, if not for Political. The Nat, Intell[s] will publish everything. I think the Ass. Press concern a curse.

I hope to catch the Casslin—but I have nothing to cross that Mosquitoe Inlet bar, but this ship's launches and they are away up at Jacksonville—and lucky they are there. I am sending to Wright to hurry troops there—he thought it ought not to be occupied—but it must be to secure loyal people.

I rec[d] the Dept's mail—will take an early opp[y]. to write about the *blockade*. None of those vessels reported from London and Liverpool ever dare approach the coast, showing what *they* think of the blockade—but transship at Nassau N.P. aided and abetted by those English hypercritical scoundrels—into vessels about the size of our launches.

The Fingal was the last *foreign* vessel that got into Savannah, after the gale of the 2[d], but has never got out and is sold to the rebels.

The Isabel and Nashville, with *local* Pilots of extraordinary skill, fogs and accident, and *Steam* have eluded us—but how many have been kept out? Skiddy run through Lord Cochrane's *whole* fleet blockading *one port*. Steam has quadrupled the advantage to those who *run* the blockade, over those who cover the ports.

But the game is up with them now, I promise you. The merchants ought to be glad the Nashville *is in*. This place Smyrna which I knew nothing about, has let in good many arms I am now satisfied.

Much disappointed about the Vermont, but expected nothing less. A clever old Port Captain would have taken that place.

Now my friend for the last time let me implore you to send *coal*. I have begged in vain. Two weeks more

and this whole fleet will be laid up. Lardner writes only one vessel has arrived and this gulf people swallow that up.

The coming Equinoxial gales, will upset half the ships I have—all their Paddle wheels are nearly out of the water.

I can't tell you how I feel about it. I have written and begged Lenthall and you—but it produces nothing —two miserable schooners on the way, which will not both of them fill up the Bienville.

Yrs faithfully S. F. DuPont.

[G. V. FOX TO S. F. DUPONT]

Navy Department
April 3, 1862

My dear Commodore,

The deficiency of coal is entirely Lenthall's fault, for on the impression gathered from your notes I have spoken to him daily for sixty days. We will make some different arrangements about sending it. In the meantime Lenthall is ordered to hire steamers to carry coal to Port Royal, and the Bienville will be loaded full and sent off, and you can return her for more, or for docking, if she requires it.

The Kensington at Port Royal is most serious to Farragut. Now that operations are closed inside of Hatteras so soon as the Merrimac is disposed of and the movement which McClellan asks for performed by Goldsborough, we shall be able to send you a dozen vessels.

Our summer's work must be Charleston by the navy. We can give you the Monitor and Galena, iron vessels,

the former can go up to Charleston and return in perfect safety. The other is simply an ordinary formed vessel clad with iron. What do you say to it, and what should you require besides these vessels? I should like your views, and be enabled to give to you the crowning act of retribution.

The running of the blockade to Nassau and Havana, and the escape of the Nashville both ways has caused petitions to be started in Boston, New York and Philadelphia, for the removal of Mr. Welles. Uncle Abram has no idea of giving way to these people, so you may feel no anxiety. Stringham has made a strong push to get *recommended* for a vote of thanks, urging that you received it for an action previous to the passage of the law. So we sent in your name again to *quiet* him. There is no chance for him. Davis is here smiling and happy. Think over Charleston, and see if we can do it about June. We have about $25000000 for iron vessels, thanks to our disaster at Old Point. Can't you send me half a dozen secesh swords of the commonest kinds, for distribution? The rage here for trophies beats the Mediterranean antiques. With my best wishes for all your plans—so wise and successful.

Most truly yours G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

'Wabash' Port Royal
April 3. 62.

My Dear Sir

Since writing to the Department for more force Gen[l] Hunter informs me that he considers the Army here

too much spread, and he contemplates withdrawing the troops from North Edisto and Jacksonville!

We have many contraband at the former and its occupation was a thorn in the flank of Charleston, though the force naval and military was much too small. At the latter place the people committed to the Union movement will be checked, if not maltreated, and we shall lose Florida politically if not otherwise. The gun boats cannot hold Jacksonville without troops, and will have to be drawn down to the mouth of the St. Johns for a simple inside blockade of that river, losing all the moral effect of the splendid reconnaissance up it, for more than one hundred and fifty miles by Stevens.

The Henry Andrew the only vessel I could get into Mosquito inlet, to prevent the further ingress of Enfield rifles from Nassau and to guard the Live Oak, is seriously threatened by the rebels and will be driven out. A Regiment for a few days would scatter these wretches to the four winds—but of course I cannot now expect one, and we shall lose two hundred thousand dollars worth of live oak and pine.

Do not understand me as wishing to criticise the new order of things. Gen[l] Hunter has good military reasons for his intentions, but they run counter to what we have been doing, and to your urgent pressure on *me* to take more ports. We had better have left Florida and the lower coast of Georgia alone, than to show an inability to keep what we have captured. We are informed that the Rebel order to evacuate Florida has been rescinded, and Gen[l] Wright is threatened at Jacksonville by 2500 men.

I have not yet told you, that we have a ram as well as yourself to haunt our imaginations. Some swear to one as getting ready under Fort Jackson, others doubt. I

get a new sketch of it every few days from Wall's Cut. Our friends in the batteries are greatly exercised thereby, and I cannot get away my light draft vessels to send and help my own people elsewhere. By the Charleston paper of the 25″ ult° Tattnall passed through with his two sons to assume the command of the Merrimac.

Yesterday seventeen stupid volunteers and a Lieutenant, were captured by the rebels on Wilmington island, and of course I was called upon for assistance to prevent a recurrence. It is apprehended the enemy may extract from them the preparations on Tybee for the bombardment of Pulaski, which will now have to be accelerated—carriages or no carriages. When all patience was exhausted, they were looked for by the Atlantic but she came without them. Hamilton Chf. of Artill^y thinks it will be reduced in three days when they once commence. I fear mischief in the mean time.

Now my Dear Sir, there is an easy solution to all these difficulties and complications. Five thousand troops should be dispatched *at once* and give me the gun boats and Tugs I have asked for.

General Sherman leaves us in the morning. I have asked Eldridge to pass near us on going out that we may give him three hearty cheers from the Wabash. His position has never been understood by the Government or the people—he was required to make bricks without straw. All think well of having made a Military Department and sending a Major General, but why could not Sherman have remained in command of the Division? A more arduous, onerous and responsible but thankless work, no public officer ever went through, and none ever brought to such a task more true and unselfish devotion. It seems hard when such labors are about to bear fruit, that he who ploughed, harrowed,

and sowed, should not be allowed even to participate in the gathering of the harvest.

He is a true friend to the Navy, and when I compare his noble endorsement of us fellows for the Port Royal affair with the meagre, stinty approval given by others on similar occasions, so properly commented on by Mr. Grimes in the Senate, I feel still more for Sherman.

Last not least—Stevens with this ships boats and the prize Steamer Darlington & Ellen has raised the *America* and brought her to Jacksonville. He had made one fruitless search; but a carpet bag was found containing a letter which gave the precise spot where she had been sunk, 147 miles up the St. Johns River; the letter closing with one of those refined rebel phrases, "They had so fixed her that all the Yankees outside of hell could not get her up." She is not much injured but without sails or ground tackling. As you have heard doubtless, she was purchased by the Rebel Government to carry Mason and Slidell to England.

It occurred to me that so historical a craft, so curiously restored to us and to the *North* where she could only have been built, might be with a happy moral effect presented to the Governor of the State of New York, if the Department will allow me to do it. I would of course fit her up nicely, put an officer on board send her home and have it all done *secundum artem.*

Please remember this is a *confidential* letter. With best regards to Mr Welles

Yours faithfully

S. F. DuPont

G. V. Fox Esq
Ass. Sec. Navy,
Washington.

[S. F. DUPONT TO G. V. FOX]

Wabash 14th Ap. 62
Port Royal.

My Dear Sir

Please publish my report about Pulaski and Rodgers' to me—in order to gratify as I think it will, Genl Hunter and the army people.

In haste Yrs faithfully—
S. F. DuPont.

Ain't Foote a hero! he is leaving us all out of sight—

S. F. DP.

[FOX TO S. F. DUPONT]

Navy Department
May 12 1862

Flag Officer S. F. Dupont
Port Royal.

My Dear Sir:

Now things are breaking up entirely in Virginia we are ready to give you a force for Charleston. I wrote you a note about it some time since. If we give you the Galena and Monitor, don't you think we can go squarely at it by the Channel, so as to make it *purely navy?* Any other plan we shall play second. Port Royal and New Orleans suit me. Please write early as possible. Davis has commenced well out West. I am glad he has had a chance.

Govt are to have a weekly list of steamers down the coast for the mails. I have not written you lately, that confounded Merrimac has set like a nightmare upon our Dept. If you can finish Charleston with the Navy, the Country will rejoice above all other victories.

Everything looks well and goes well. With warm regards to Rodgers,

Most sincerely yours,

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, 25. May, 62
Port Royal S.C.

My Dear Mr Fox,

I arrived last evening from a weeks inspection on the Coast from Georgetown to Fernandina, taking *two* good looks at Charleston in Keystone State. I pushed the Gunboats into *Stono!* Two batteries were abandoned and I have told Marchand he must knock down the third. After much trouble about the bar we found 13 ft. This brings the military base within ten miles of C——n.

I have yr private letter and the Departments confidential one. All will be done that it is in the power of man and men to do—but do not underrate the work; all the defences for one year now have been *seaward.* Since Pulaski fell, which has made them shake about Sumpter, a low fort is going up on Cummings point. The middle ground is also fortified. Moultrie and Castle Pinckney strengthened, the defences on Sullivan's island are not much I think, but Ft. Johnson is the

Key of the position. Then you know we go into a bag, no running past, for after we get up they can all play upon us.

The landward defences are nothing—but these Soldiers are queer people to us. I had to write to Hunter to-day, that on his coming here I had, to avoid delay and circumlocution put myself in official communication with the Brigadier commanding this Division of his department—but that could no longer be and in virtue of my assimilated rank as Major Gen[l], he (H) must address me on all his wants &c.

I wrote to-night a private letter to Mr. Welles to give Rodgers the Naval Academy when he can be spared here. No man living is more capable or more deserving.

Faithfully Yours in haste

S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, 31. May. 62.

My Dear Sir

I found the accumulation of men from Prizes so great and the Bienville's Engines so precarious from being out of line, that I determined to send her home.

You will see that we have smashing work with the 'Joint Stock company' for running the blockade and I hope we shall catch more of them, but I think you will have to look out for *Wilmington,* for they will go from Charleston there. Prentiss has fixed Georgetown by going inside as I wrote you. You had better write to M[c]Kean about Indian River, there is a possible tran-

shipment there, for there is a road from that inlet clear up to Volusia. Except this place 'Indian River inlet' one hd miles below Cape Carnavaral and Wilmington I think all else is as tight as it can be, though I have greatly regretted that the Stono operations have taken so many gunboats from Charleston at this moment—but they are likely to be important for I believe the rebels have discovered the egregious blunder they made in letting go the Forts on Coles island and the old Fort higher up and want to reoccupy the latter—fortunately I got Drayton up in time with the Pawnee to go in there, adding Huron to his force—but I am waiting to hear the exact state of things with some earnestness.

The army people have no orders on the matter alluded to in the Confidential dispatch to me, but are studying out things and looking to occupying the Stono.

I see with regret the want of success in the James River with the iron boat, showing more invulnerability on the part of the Monitor than power of aggression.

Think coolly and dispassionately on the *main object* —remember there is no running the gauntlet, night or day—no bombardment of a week to fatigue and demoralize—the defences of the *Mississippi* the merest shams in comparison—for thirteen long months it has been the remark of our blockading officers that the industry of these rebels in their harbour defences is beyond all praise, it has been ceaseless day and night—Sumpter has been strengthened by a water battery attached to it—Cummings Point is covered by heavy works—the Middle ground likewise is piled and fortified—Fort Johnston that reduced Sumpter still improved. Castle Pinckney and Moultrie then come, and all this mind ye in a 'cul de sac' or bog. I merely allude to all this, that your own intelligent and brave mind

may not be carried away by a superficial view of recent events, where the results have been thank God for his mercies, so great that the difficulties have been naturally overrated. I only have to add on this subject, that if the enemy do their duty as we expect to do ours, then it must be a 'do or die' work—but this we are ready for and no mistake.

Since writing the above I have a letter from Drayton who has swept the Stono River up to the fort land. We had unpleasant reports yesterday through the *Soldiers* that the Gun boats had been driven back, though I told the Gen[l] there was not a word of truth in it.

I avail myself of Drayton Report to write a full account of our occupation there, having only been informed unofficially of the fact—it is a handsome thing and very important. They have no transportation, five transports have been taken from them lately. They have to throw themselves on me, but—they give me no notice until they are in a state of despondency or despair—fortunately I have the Alabama and Bienville in, they will give them important aid; but I have to send my tugs to Beaufort 14 miles to get their troops, they have no Pilots, they have nothing. Still as I have cleared James' Island for them they are anxious to possess it.

They are credited with 18,000 men; if they land 9 thousand they will do well. Wright is in Edisto where our people, Rhind's command are doing everything for them—he is to march over to the Stono, also. They are very helpless. They sent a party to cut the R. R. from Port Royal Ferry, but it was not left to Stevens, and the party came back minus a captain and a private, having done *nothing*. All this only for your own ear.

I send a boy by Bienville with some arms (trophies) for you to dispose of—the sword is for yrself from Pulaski—a note inside to you explains.

Please order that the Bienville must leave in two weeks, without fail. Oh that Flag! She left the 9th of March!

Ever yrs faithfully S. F. DP

Old Sedgwick is good deal of an elephant with his beef, but it is a good thing and we have got along!

Don't fail to read Drayton's report.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

'Wabash' Port Royal
June 1″ 1862

My Dear Sir

An order from Col. Harris came last night detaching Major Doughty from this ship. It had the approval of the Secretary and of course was put in immediate execution and the Major leaves in the morning.

But I have never seen this process before, and it belongs to that system of assumption of authority by the Heads of different departments to withdraw their members from the immediate control and direction of the Secretary of the Navy, a feature which has always given our Department an advantage over that of the Dept. of War. This control of the Secretary and the prestige pertaining to it, is in a measure transmitted to those who represent him on service, whether Flag Officers or Commanding Officers—and that is just where these innovations strike with a bad effect.

The approval of the Secretary, so natural for him to give, is immediately converted into an approval of the *system itself,* and I suppose the Chiefs of the bureaus will soon order and detach paymasters, Surgeons,

Engineers, &c. It is a system of "disintegration," building up kingdoms within a kingdom, and if not arrested will cause all to crumble some day like a brick wall, from which the mortar has been insidiously abstracted.

If this has been the usage heretofore—then please consider that I have said *nothing* as the French term it; but I never heard of it and it struck me unpleasantly.

I forgot to mention yesterday that the rough Cutlass in the box I spoke of was also from the Planter.

I have had her appraised by competent officers, who have fixed her value at $9000. I think the guns I sent to New York ought to be added—will you ask the Commandant of the Yard to have them appraised by the Ord. Officers?

Last night heard of Banks' affair—it will do good like Bull Run—two ships detained here with troops on board that I want elsewhere after *pretending* to hurry *us*. In case any change should be made of Gen Hunter, which I hope not, I implore that —— be not left here in chf command. I say this for no personal feeling, but from the utter incompatibility of the man to fill such a place—this *entre nous,* tear this up.

Yrs faithfully S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash 1. June. 62

My Dear Friend

I must have a slight growl. You ought not to take the 'Flag' from me. I nursed her, planned her repairs, she is important off Charleston to catch all these fellows

coming. Keystone and Flambeau are the only steamers that have much of heels—she has both heels and long guns. Do send her. The Merrimac is dead and I don't believe her ghost will rise.

Aff. S. F. D.P.

Make Goldsboro take care of Wilmington, the four Steamers we caught were all going there if foiled at Charleston.

Please forward the enclosed to Davis. We call him Flag offr. I suppose you will make him one.

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
June 3d 1862

My Dear Flag Officer

I have yours of the 25th May. I noticed in the papers the approach into Sv'n'h. I also notice your remarks about the Harbor of Charleston. It may be impossible, but the crowning act of this war ought to be by the navy. I feel that my duties are two fold; first, to beat our southern friends; second, to beat the Army. We have done it so far and the people acknowledge and give us the credit.

Look at the New Orleans affair. It was like the Port Royal fight, the soldiers *looked on* and saw their forts knocked over. I know if it be possible, you will go on, and we will send you the "Monitor" and "Galena" and some double end boats to rendezvous at Bulls Bay so soon as we finish here. Goldsborough has had nothing to do except to watch and protect the Army, and con-

sequently has lost in public estimation, therefore I am exceedingly anxious that he shall have the opportunity to take Fort Caswell with ships, which he is confident of doing, when they are at your service. I feel this is due to Goldsborough because Congress has not yet acted on his vote of thanks. Halleck never mentioned gun boats in his dispatches, but Beauregard renders them full justice—*so do the people.* The army never do us justice, not even when we win it, and I could convince you of this in all your operations if it did not make this letter too long. Farragut is nearly to Memphis and the Mississippi is ours. Mobile will then fall, which finishes the Gulf. Goldsborough will certainly take Caswell which leaves Charleston for the closing act, so far as the navy is concerned.

As I know your feelings are the same as my own, I can add nothing, except that the "Monitor" can go all over the harbor and return with impunity. She is absolutely impregnable.

Davis has relieved Foote, and Lardner, McKean. Farragut having gone up the river with his fleet and left a very small force off Mobile, where the rebels have quite a naval force, we were forced to send the Susquehanna there under Hitchcock. I knew you would feel her loss but there was no help for it.

You shall however have the Powhatan or her equal. We have about twenty iron clad vessels under weigh, fit to meet on the ocean that power that has attempted our humiliation. If I can live to help administer the navy against that power, my highest ambition would be gratified. The capture of prizes by your Squadron, leaves little to be desired. The escape from Charleston of the Economist, troubled Mr. Seward a good deal, but the late successes of yourself and McKean are very satisfactory. What you say about Rodgers is true. The

Secretary seemed some time since, a little inclined to give the Academy to Foote, but he has not made up his mind yet—besides Foote has nearly killed himself by devotion to his country. I pray you give us Charleston if possible, but in any event, the Dept relies upon your judgment. We should be inclined to skip Fort Caswell if you consider it imperative, for the Fall of Charleston is the fall of Satan's Kingdom.

Very truly Yours &c.

G. V. Fox.

[G. V. FOX TO S. F. DUPONT]

Navy Department
June 11 1862

My Dear Flag Officer

I have your notes, and today the box came, and the distribution shall be made in your name as you request. I notice the very important move you are making in the Stono and send you herewith the Topog. chart of the same. I also obtained an order for the Vanderbilt to proceed immediately with schooners for transportation to Hunter. I also obtained the revocation of an order which was made out withdrawing his cavalry regiment.

Until Richmond falls it is impossible, of course, to give him men, or you the gunboats. What a pity, when the key of the city is within reach. The 'Flag' sailed Saturday and the South Carolina takes this. We finally gave an order that the Flag should be taken out if her engine would move.

The Comr's are not satisfied unless these vessels can be turned into regular men of war. I looked into the matter of orders to marine officers and find that it is

conformable to "usage." Davis has wiped out the western rebel navy, and our forces are investing Mobile.

The Powhatan is promised early in July, which means the last, S. C. Rowan to command her. We will send her to you. Many thanks for the sword. I have a memento of most of the battles, presented by those whose valor gave victory to our cause and therefore doubly valuable to me. I enclose you two notes which explain themselves. I shall esteem it a favor if you will give directions to have this body placed in the coffin and sent to the Father, who is my old and dear Pastor, and whose son received his appointment at my hands, and died in the service of his country under your command. The coffin went out by the Massachusetts, previous to her present trip.

Very truly yours

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash, Port Royal, S.C.
7, July, 62

My Dear Friend

I enclose a slip from Charleston Mercury of 25. ult^{o} —that you may see how our correspondents give aid and comfort to the rebels. They were alarmed in so high a degree as not to be able to understand some *extraordinary proceedings*—they will now be reassured by what I am *made* to say.

I enclose also a Charleston Courier with a violent attack on Drayton, that he may be credited accordingly

at the Department. The denunciation omitted one item in the Drayton family, that the Commander's father General Jackson's friend, was driven from South Carolina for his Union sentiments, lived in exile from his State, and died in the North. Do not however let the article in question be republished, but keep the paper.

Please do not let that gang of Thugs the Associated Press have my reports or the reports of my officers to me—they always mutilate, never know the point involved of anything professional, and generally leave out what is best.

The Dept have been very kind in publishing the reports of my commanding officers, and it has had a very happy effect in the squadron. I wish you could have seen a letter received the other day from Stevens by Rodgers—it would have gratified you as it certainly did me and touched on this very point—that the officers here had always been brought forward. I mention all this because I think you made too light of our occupation of Georgetown waters, not for us but for the Depmt itself. I think you should have published Ammen's and my letter about Sproston's death. You published the one about Budd and Mather and it brought me more letters than you can imagine, and I think the relatives in Balt° are all union people. Truxtun's letter too was deeply interesting.

Other letters from me to-day will tell you of my sending this ship home. You will see Rodgers—it is important you should.

Yours most faithfully

S. F. DuPont

Mr. Fox, Washington.

[S. F. DUPONT TO G. V. FOX]

Flag Ship 'Wabash'
Port Royal Harbor S.C.
July 7, 1862

My Dear Sir,

My official letter will explain my views as to sending this ship North. I have always had a great dislike at running *willing horses to death* and the devotion and absence of all grumbling on the part of this crew, after their long and continuous service never having landed but to fight and doing the work they do for the whole squadron, with no chance at prize money &c have brought me to this determination; though it deprives me of my *base* of operations as it were, and like McClellan I feel like changing front in the face of an enemy, to say nothing of great personal discomfort, but it gratifies and raises the morale of seven hundred men.

You will appreciate all this, and at the same time will understand the earnest requests I am about to make in connection therewith.

First. Will you please send an order to Pendergrast to permit the crew to go on shore under the direction of her Captain, as soon as she arrives? Will you also ask him to have a berth ready for her wherever he may deem best? If vessels are moved in time for this, we shall start by gaining 24 hours.

As I state in my official letter there must be no pulling to pieces. I would rather run the risk of losing my mainmast next winter, than have it taken out now and I did not therefore send her to New York, where I hear they are giving fifty ($50) dollars to seamen for a voyage to Liverpool.

I *beg you* further in the most earnest manner not to detach a living being from her, Officer or man—if any applications come, tell them to apply through their flag officer.

You have here and there taken a Lieutenant out of returning ships or retained such as go in prizes such as the Executive Officers of the Alabama, Huron &c. I have thought this very hard for the outside appointments are getting *lower and lower.*

I hardly know how I can spare Rodgers for a few brief weeks even: he will go to Washington and see you and tell you many things I would like to write about but I have not the time to write them nor you to read them if I did.

Rodgers did not wish to go North but I insisted upon carrying out my view of the case.

From a letter from Grimes I infer the Admiral bill is very doubtful—that the Senate should be behind the House in such a matter seems strange.

We are in deep anxiety lest we have not heard the worst about Richmond—dates to July 2.

These midshipmen here will be applying to get in gun boats &c—they are of more service here, to themselves also than any where else—belong to our boats and infantry companies and are thoroughly disciplined. I beg you not to let one go. In this matter if you do as I did on arriving out here, put yr foot down, you will have no trouble. I put my face against all leaves of absence and now every one is glad that I did not permit a man to leave, even those who applied are glad I refused them.

Faithfully Yrs

S. F. DuPont.

[S. F. DUPONT TO G. V. FOX]

[Enclosing copies of letters of June 30, July 2 and 4 from P. Drayton to Admiral DuPont.]

Private and Confidential

Wabash, 9, July, 62.
Port Royal.

My Dr Sir

I thought you had better see these letters of Drayton's —you will perceive how unassured they are. After reading please tear them up.

My regard for the Comdg. Genl is so high personally —that I will not permit myself to pass any judgment upon his acts. *I* believe the troops were not sorry to leave.

Yrs most truly

Hon. G. V. Fox,
Ass-Sec.

S. F. DuPont

Enclosure

[P. DRAYTON TO S. F. DUPONT]

"Copy" (Submitted in Confidence)
S. F. DP.

U.S.S. Pawnee
Stono River June 30th. 1862

Sir,

I had written you a letter on the 28th in relation to the most unfortunate and at the same time injurious evacuation of James Island by the army, as our forces were

quite securely placed in an advantageous position. I cannot comprehend it, except on the supposition of positive orders from home, or the adoption by Genl. Hunter of a policy similar to that which has so frequently induced the Southern places of strength to be vacated, but which we have never yet understood.

In the present case, I am satisfied that what is being done, will not only greatly inspirit the enemy, but depress our own troops, who must look upon themselves as beaten off, and by a force little if at all superior to theirs. As it will not now be necessary to send the letter alluded to above, I will merely repeat in substance, what I there said, and which has been talked over since with Capt. Rodgers. I am quite convinced, that if we seriously determine on the reoccupation of their deserted batteries on this river, no number of wooden vessels could wholly prevent it, but still as I think that they would be much more likely to undertake this, were there no chance of interruption, I recommend that a sufficient force be left here, to, at least, oblige caution in their approaches, and thus at least gain time, which may enable us to perhaps retake our old positions here, should Genl. Hunter's policy not meet with approval.

Coles Island is so difficult of access, and the anchorage so roomy, that vessels lying in it could scarcely be interfered with, at least without plenty of warning, and they would be also in easy communication with our squadron outside by signal. I would consequently recommend that after the departure of the Army, our ships remain in the river to retain as complete possession as may be practicable, at least until you are satisfied that all attempts on Charleston are to be definitely given up, when you can of course reduce the force to the mere requirements of a blockade; until the army is

safely on board, no vessel should, in my opinion, leave, immediately on that being done, I will send to Port Royal the Unadilla, and to Capt. Marchand the Huron, waiting further orders from you for the disposition of the other vessels. As I have before said, I do not believe that in their present depressed state of feeling, the attempt will be made by the Confederates to reoccupy any of their deserted coast lines, should they however be inspirited, either by success at the North, or by a continuance of such acts as the one I have commented upon above, they can scarcely help becoming bold on our timidity, and will no doubt at once endeavor to prevent another approach to Charleston by James Island the only one where our army can have a firm base of operations in complete communication with its own transports, and our fleet, and when it at once fixes itself, without any risk, within sight of the steeples of Charleston.

Very Respy Your Obdt Servt.
(signed) P. DRAYTON Comdr
Senior Offr

Flag Officer S. F. DuPont
Comdg. S. Atl. Sqdn
Port Royal

P. S. The Paul Jones arrived here direct from Washington on the 25 June on the 30th with orders to report to the Senior Officer at Stono. I will keep her until I hear from you.

Very Respy
(signed) P. DRAYTON

Enclosure

[P. DRAYTON TO S. F. DUPONT]

"Copy" (Submitted in Confidence)
S. F. DP.

U.S.S. Pawnee
Stono July 2" 1862

My dear Commodore

Rodgers will tell you my opinions and feelings better than I can in a letter, my disgust at this wretched evacuation, is more than I like to express, although I have done so pretty freely, to think of the work, transportation, loss of life and worry of the last month, being all wasted for no earthly reason, perhaps a mere pet, or the desire for a quiet summer, on the part of the Comdg. General.

It seems almost like a joke, but I really can see no reason why Fernandina and Pulaski should not be next, if mere convenience and concentration is to carry everything before it and blind judgment to rule, anything may be done. I for one do not believe that Charleston can be taken except through James Island, and trust that the rebellion cannot end until its cradle is in our possession. This being the case, you may suppose that I am a little disappointed, when we were on the high road to obtain this object, at our all of a sudden withdrawing without any earthly reason, that we can at least here perceive, for the position occupied by our troops might have been in a few days more almost impregnable, against any means likely to be brought against it, when we might have waited quietly until men could have

been spared for an advance, at any rate it would have prevented the withdrawal of troops from Charleston to Richmond, which will now very likely take place, judging from remarks in Charleston papers. I should judge that unless continued misfortunes make cowards of them an attempt will be made to reoccupy this river, which if entered on seriously I am satisfied no naval force can long prevent. I certainly think however that it is worth keeping the door open for a return a little while, although I begin to doubt whether it will be taken advantage of. I think the war is still too much of a means in the hands of politicians and contractors, for real serious work being entered on, such as that at the South. Almost the only real earnestness yet beyond a few soldiers and sailors, seems to be with the people supposed a short time since conquered by us.

Very truly yours

(signed) P. DRAYTON

Flag Officer S. F. DuPont
Wabash
Port Royal

Enclosure

[P. DRAYTON TO S. F. DUPONT]

"Copy" (Submitted in Confidence)
S. F. DP.

U.S.S. Pawnee
Stono July 4" 62

My Dear Commodore—

The troops are all safely at the lower camp, and so far the enemy have taken no notice of the intended evacuation, or offered the least hindrance. I have left two gunboats above to prevent any pushing down on our pickets, and have the other vessels arranged for the

protection of the camp and Segareeville, neither of which can now well be interfered with, it will require however at least three or four days more for the removal of every one, when I will immediately send off the Unadilla and Huron and perhaps the Pembina and Norwich.

Very truly yours
(signed) P. DRAYTON

Flag Officer S. F. DuPont
Wabash
Port Royal

[S. F. DUPONT TO G. V. FOX]

Wabash, Off Charleston
10 July, 62

My Dear Sir

We hear from the Capt & Crew of the Emilie, late Seabrook, that the Nashville threw over all her cargo in the Chase—worth a million—burned all her bulkheads, sawed all their beams and got up the Pork to keep up the fires.

If LeRoy had not lost sight of her in the squalls, he would have taken her, but I thought you would like to hear this anyhow. We boarded the Mississippi transport this morning—dates to 4″ inclusive things do not seem worse than reported by papers of the 2d.

The Capt. says he brings orders for Hunter and all his army—if so we lose this Coast, (so beautifully held now) except where the gunboats can still cover. It was only night before last there was a panic at Beaufort and I had to send Paul Jones and Unadilla to take care of four thousand men. Then Rodgers will tell you the steamers are breaking down like a pile of bricks. Adger reported broken today, and in danger.

Mr. Fox. Ever yrs most truly S. F. DUPONT

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

Vermont. Tuesday 29. July. 62
Port Royal Hr

My Dear Mr Fox

Two or three items I ought to mention—

A young Englishman at College in Charleston made his way to us on Saturday—his excuse for coming was to avoid the Conscription—he was very intelligent and remarkably posted. He said the iron clad boats in Charleston were progressing, machinery was in, and fifty men at work on each,—Porter the Merrimac man was there.

The ram or iron clad at Savannah was finished and Pembroke Jones had the command—the ladies who built these boats on handing them over, retained the right to name the Commanders of them. The Savannah vessel has ten guns.

Now I am no alarmist, my tendency is the other way, which is equally bad, nor do I wish to worry you in your prodigious work in this war, which must be rewarded some day by the country—but merely to call yr intelligent judgment, particularly after your recent experience in this very matter to a moments consideration of it down here—I cannot therefore state the case better & more free from any bias than by quoting the following from a private letter of Drayton, recd two or three days since.

"I send you a prisoner taken on Forty Island—also a young Englishman who ran away from Charleston to escape the conscription & who says Bunch is the biggest

Secessionist there—two iron vessels are being got ready in Charleston & one in Savannah which he can describe to you— I recommend you not to lose sight of the iron boats in Charleston, or they may come out some fine day and scatter your fleet, and yet as we can't keep the same class cruising I don't see what is to be done, except to attempt Charleston, and that the people at the North are too frightened to listen to at present. One Monitor however could be kept at Port Royal to act in case of necessity otherwise after driving off the fleet there would be nothing to prevent their coming in on you. One single enterprising Navy officer and they have him in Rutledge could give life to the whole operation, which really requires but a will to start it successfully —at any rate the young Englishman can satisfy you that the boats are in Charleston and slow as they work they will be finished before long."

I have in this very connexion to thank you for the recent important acquisition to my Squadron. The Marblehead and the Sabego, the latter came in here yesterday afternoon and is already off Charleston. I told Lt. Henry that I would mark the day with a white pebble— "Are you ready for service Sir?— Yes Sir— Can you go tomorrow morg. to Charleston?— this Evg. Sir if you choose—" I was charmed, for it was the first time this had happened. The Paul Jones I have also to thank you for— I have sent her a *second* time to knock down a fort in the Ogeechee— Steedman is a loyal & brave man, but not au fait always— I think I shall get work out of Somerville Nicholson, but his vessel is out of kelter, & some one drowned his magazine this morg— I have to supply him anew with ammunition.

My smartest officers have 'lame ducks' now under them. After Drayton & Rodgers—who ought to be

made Commodores, Watmough, Ammen, & Rhind & I. W. A. Nicholson & Balch, belong to the highest order of Navy Officers—it is impossible to conceive men more spirited & devoted to their work & though differing in degree of more general intelligence—in including Rhind, I find I can overcome a remembrance of injury in doing justice.. It brings tears to my eyes to think that Watmough should not be in the Service—it is his own fault I know, he never should have resigned but such men are rare even in the regular Navy. I think it a shame that he & Barnes should not come back.

Let me urge upon you the completion of all the *Men of War* & of the iron vessels—I do not hesitate to say that nothing has ever come up to the energy of the Navy Dept in any country—the improvised Navy for which Mr. Welles was so abused & which in my judgment saved us a foreign war by preventing the blockade from being broken by the Eng & French are among its great deeds—but I do not think you have pushed enough the contractors with the new vessels or in the repair of the old. Why should the Powhatan be still at the Navy Yard & Charleston & Savannah build iron clads as fast &c &c

Yrs most faithfully

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Navy Department
July 31 1862

My dear Admiral

How well the term fits you. A "Sea King,"—one who does all things upon the water well. You will see that

we got through a good many matters. The tinkering in Congress has produced some incongruities in every bill, but the main points are won, thanks to Grimes. The Army status is not encouraging and I fear we shall be on the defensive if our soldier fellows don't look out.

Rodgers will tell you that we have done what we could in sending you boats. This reverse at Richmond has forced us to pack James River with gunboats to save the army. 26 of our best craft are in there. You will recognize this unfortunate necessity; and as if we had not suffered enough by Virginia No. *1*, there is at Richmond, Virginia No. *2*. The "Ironsides" 15 ft draft will soon be ready. I hope we shall be able to keep her out of James River. She is a vessel for work of the hardest kind. If you can use her directly against the enemy, I advocate sending her to you, otherwise she better go to Fort Morgan, Mobile. Will you drop me a line by the first return boat after Rodgers has given you her Calibre? I wrote you about the body of young Packard Actg. Asst. Paymaster who died in your squadron. His Father was my dear minister for many years, and he sent out a metallic coffin by the "Massts" several months since for his remains; neither he nor I ever rec'd a line. My letter contained many other matters. Could it have been lost? Corbin will be a Commander in a few days; what do you propose doing with him? That James Island evacuation was most disgraceful. Had they only held their position it would have prevented re-inforcements leaving for Richmond and the "Ironsides" might have taken them in the rear. You will have to do it, as you have done everything else, alone.

I thought it would be more gratifying that your resolution of thanks should go to you on parchment.

Congratulating you upon honors gratefully bestowed and honorably won,

Faithfully your friend,

G. V. Fox.

P.S. July 31, a.m. I have just seen Sherman's letter in the "Intelligencer." I am inclined to answer it.

[G. V. FOX TO S. F. DUPONT]

Private.

Navy Department
August 5, 1862

My Dear Admiral

I have your note of the 29th. If I did not feel so much confidence in your resources, and in the cry "All's well" from your squadron, I should take apprehension about the iron clads at Charleston and Savannah. Look at the course of the "Arkansas" out west, she passed down through both squadrons and killed more of our people than we lost in the capture of New Orleans. Had two or three of our vessels had their steam up they could have run her ashore, but Farragut and Davis both acknowledge that they were surprised, and after two attempts both squadrons have retired leaving her in possession of the field. We have just sent Davis 300 men, Farragut 150, and yourself 50. Did you get our letter asking for 200 contrabands to volunteer to go to the Pacific Squadron? The "Canandaigua" ought to be off today for you, a noble ship, well commanded. The "Housatonic" on the 10th under Rodgers Taylor, and the "Adirondack," hourly expected at Hampton Roads, will go at once to Port Royal. Gansevoort chased the "Herald" from Charles-

ton directly into Nassau, and the English authorities are very indignant. Mr. Seward says we must be very careful about the neutrality. This being obliged to apologize is degrading. Either of these vessels would run down an iron clad and seem our only dependence.

The "Monitor" (a gem), the "Galena" (a failure except from shells), are protecting the *Army of the Potomac,* with an iron clad, Virginia No. 2, just above them, a perpetual threat. The "Susquehanna" watches Mobile where there are two iron clads. The engine builders are where we fail, every establishment that can make an engine is at work but skilled labor is high, scarce, and independent. The first new Monitor cannot be out before October 1 when we should have half a dozen. If you can take care of the enemy until then, we will send you a squadron that will laugh at their forts. I wrote you by Rodgers about the "Ironsides." Affairs in James River may take a turn so that we can send her to you, but she is not a blockader, only a fighter. Actg. Lieut. Budd made a capital capture in the Memphis which we shall take into the service at once. I think we shall also put on the "Circassian" as another Supply vessel. Can you suggest anything else that we can do to prepare against any loss of prestige where all has been sure success?

Some time before Congress meets you must write an appeal for those officers to the Secretary. For the public good we shall fight for them.

Faithfully Yours

G. V. Fox

[S. F. DUPONT TO G. V. FOX]

Private and Confidential

Flag Ship Wabash
Port Royal Harbor S.C.
August 13″ 1862

My Dear Friend,

I have your two private letters of 31″ ult and 5″ Aug. and thank you much for them; as I have before told you, these inside views of affairs are not only instructive but encouraging, for when I see the Department is doing all in its power, and has done so much, it becomes more and more my duty to redouble my own energies, and make what I have, answer until more assistance can come.

I will endeavor to throw a little method in my reply, as it may aid you in making a reference more easy.

1st *Rams* and *Iron Clads.* Since my private letters on this subject, the information is somewhat more favorable. The Savannah one, not at all the "Fingal," is more of a floating battery, doubtless with 10 in guns (8 of them) but she has a list, leaks and has not power to go against stream. She may be used to cover vessels running the blockade, by putting herself between them and the *Forts* if entering Savannah River. It might be that the "Sodona" trying this entrance, was so instructed at Nassau; or she might be used to clear our boats from Wassaw, and open that entrance.

The battery of the Vermont having been moved to her Spar deck, giving her a plunging fire, with a hundred pdr. rifle I put in her gangway, while I was on board with her grand old scantling, I think she will be a good Bulwark. The Charleston vessels are not yet

ready and I *hope* are progressing slowly, one is simply an iron clad, size of Pembina,—the other more of a ram —Ingraham superintending, and Porter there.

Recommendation on the above. To ease my mind and yours about the Charleston division—the Powhatan should be the base there; she can run down those within, if they venture out,—as well as crush the "Laird" boat and other iron clads from England. That ship is necessary to me in other ways, for it is time this fleet had a second in command. So large a division at Charleston should not be left as it is. The Vanderbilt here would secure this port and army &c from danger.

A thousand thanks for the "Paul Jones," "Sebago," "Conemaugh" and "Marblehead," with the "Housatonic," "Adirondack" and "Powhatan," all of which I anxiously look for, I shall be set up again. I think the "Racer" and "Renaudin" will give information that I was weak in all but *altered* vessels. The French have an idea that two *frigates* off Charleston would have settled the question of an efficient blockade at once, more than all the vessels we have had there. I told the French Captain that might be, so far as the international question was concerned, but we should then have had an English steamer going in every night. Steam was the element which had changed the nature of blockades, compared with the old ones.

I have received the Executive Commissions or appointments to Captains and Commanders, and have appointed Corbin to relieve Rodgers as Commander of this ship—and will make the latter fleet captain—by a General Order; I had proposed this to Rodgers, after Davis left, but he seemed to prefer to be captain of the ship.

Corbin having hardly had his foot on shore while the Wabash was North, I thought it due to him, and as

a reward for that faithful spirit of an Executive officer, worthy of the old school, to let him run North in the Massachusetts and return in a few days. I hope you will approve of this as well as of the appointment to this ship.

Preston. I am allowing my Acting Flag Lieutenant to go home, he having remained with me while this ship was away,—not *'allowing'* him, I ought to have said *sending* him, for I am only too anxious for him to get off—he has overworked himself, and if I were to express to you the amount of his services in this fleet, and the alleviation he has brought to my duties and responsibilities, you could hardly credit it. During Rodgers' absence he redoubled his exertions, lest I should miss Rodgers too much, and the intensity of these furnace heats of August (July was pleasant) I fear will bring on fever if he does not leave soon. He is only 21, from Illinois, and such men are born about once in a quarter of a century. I am going to give him a letter to the President.

I received your letter about young Packard, but you evidently did not get mine. I immediately attended to the matter, with the additional incentive that you had a personal interest in it. But no coffin was ever received on board of the Massachusetts, and this I wrote to inform you of. Please see to this. As soon as the heats are over, I will have his remains disinterred and sent home properly cared for. Please see Nicholson of the Isaac Smith about the spot where he was buried, though I think it is well known. Say to Mr. Packard's father, that his son was kindly soothed in his last moments, decently interred and that his desire about his remains shall be scrupulously carried out—this is more than we can generally promise, in such troublous times of war.

My commission did not come as you kindly intended,

by the Wabash, but has since been received, but Rodgers and the Captains in Port, insisted upon carrying everything through as if it was here, and before many of the latter left. It was a handsome sight, but these things humble me and never elate, they seem to require so much more to be done to prove worthy, and when you feel you have done your best without them, it seems hard to come up to the new point. A thousand thanks to Mr. Welles and yourself for all your share in them. I will acknowledge the commission of course officially.

I congratulate you upon the most important legislation you have got through for the Navy, the greatest in a half century,—do not mind the incongruities. I hear the Prince de Joinville on arriving at Fort Monroe, after his ill timed step, said we were not a military but a naval people. Congress has never been either. Mr. Grimes is the shining exception. I wish I could have been near him for ten minutes on the Admiral bill,—his idea was right; it was a big jump to go from nothing to a full Admiral, but I would have established the *hierarchy* and only authorized *rear* admirals now, leaving an admiral and vice admiral to be given to the happy and envied man who should whip a British fleet. The first idea had its merit as original and as being moderated by the disposition of the flags being less than the law, while now we are asking more than Rear Admirals are entitled to, and if I had known Rodgers was going to change my flag to the main, I think I would have waited in hopes the President would have postponed this part of the law; this having Rear Admirals, without admirals is like a vice chancellor without the Chancellor, vice President, without the President &c. But all this will soon be corrected.

15″ Aug. You know best about the Ironsides, I would like to have her, but she cannot take Charleston

alone. Oh those Soldiers I put them nearly on *top* of the house in Charleston, but I did not push them into the windows and they came back.

We got the Savannah paper of the 9″ on the same day with an acct of the destruction of the Arkansaw.

I had no place for Lt. Henry and I let him go home and report. He seems a fine fellow and a good Commander. I have given Truxtun the Alabama, but she is very broken down. He is another fine fellow. I must see to officers commanding divisions. I suppose you will relieve Goldsborough and Clary. Drayton has a Captains command, of course you will relieve Hazzard. St. Simons and the Georgia waters are becoming very important. Oh My! why did you take Rowan out of Powhatan?

Ever yrs faithfully

Hon. G. V. Fox. S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private and Confidential

Flag Ship Wabash
Port Royal Harbor S. C.
August 21″ 1862

My Dear Sir,

I wrote the Department I would give Barnes the Dawn—Hazzard is condemned, or has sent me the certificates of two medical officers, which pronounce him entirely unfit for duty—Goldsborough has applied earnestly to me to be permitted to go North for another command.

I will permit him and Hazzard both to return, leaving the James Adger and the Florida, under the tem-

porary command of their Executive officers, Lieut Comdr Owen and Lieut Comdr Scott. Lieut Comdr Truxtun has the Alabama—and Lieut Comdg. Woolsey has the Dale, now in this harbor with the scurvy. Lieut Comdr J. H. Gillis has the Ellen.

I did not fill these vacancies permanently or in the order of seniority, until I could hear what the views of the Department are in reference to these commands. I presume you will immediately establish the *rates* of the ships according to the new law.

I desire to carry out what ever rules the Department may establish in the occurring vacancies of the Squadron, but I must beg most earnestly that competent officers may be sent to command the vessels. I have several Lieut. Commanders who, to professional energy, have now acquired a local knowledge of the coast, which is of immense advantage— Such men would be very superior to sluggish Commanders, who are a dead weight in any squadron.

I am sorry to come again to the old tune—since writing you that the four gun boats have to go North—(the Unadilla went yesterday, and the Pembina is now on the beach to make it safe to send her)— I have reports from the Georgetown Division, and the Pocahontas is on her last legs— She must go North at once, and from there—I regret to lose Balch even for a few days, nor does he want to go himself,—a more devoted officer our Navy does not possess—with the greatest amount of energy and *pluck,* and skill in handling guns, he is *always ready,* overcomes difficulties, and is ever genial and cheerful—he is a great favorite of mine.

Rodgers is just in with Bankhead—the Engineers are through examining the Pembina, she is worse than the Unadilla—and must go tomorrow— She has run more than the other four gunboats, and her fires have been

out about 70 hours since Oct. 1st. Of her Commander it is my duty to say that he too, is a superior officer—very prompt, crew in fine discipline, vessel less out of order in ten months than any other—very prompt in getting off always,—came in yesterday and passed near the *Racer,* finely, crew looking as if Latimer had dressed them— He wants an iron vessel, to come to this station,—he has certainly shown himself capable as a Commander and is a man of spirit, and I think may be placed with Ammen, Rhind and Balch & Truxtun & J. W. Nicholson all of whom have the requisites in a varied form for such Commands. I was glad to hear Stevens had the Monitor. I think he will meet your expectations.

No Powhatan! No Canandaigua! No Housatonic! —Adirondack come and gone! Oh! that Norwich and Flambeau! Rodgers has an expression that some people are *over*-married, there is a fair number of such in this squadron.

Four deserters, or four *scouts,* willing to be taken, we have not quite made out, coming suddenly on the Gunboats at Ossibaw,—one was found to have a white handkerchief in his pocket, which was displayed—and were taken on board the Pembina, Northern men or mechanics, enlisted under the conscription.

They brought their cavalry carbines, which I have had cleaned up—"Springfield 1855"—(some of the arms stolen at the Augusta Arsenal I presume) and directed the box to you— Please keep one and dispose of the others as may be agreeable to you.

The soldiers confirm the report of the *feebleness* of the floating battery "Georgia," not able to go over two knots—but say they *are* at work on the Fingal which they cut down—and are trying to make a ram of—say it will be done in four or six weeks, they confirm also

that we have the Nashville blocked up in the "Ogeechee"— One advantage in her having run in there instead of Charleston, is that she cannot get out I hope. Contrabands who come down frequently to Bulls Bay, speak very disparagingly of the Charleston rams—I am afraid to tell you this, lest you stop sending me vessels— Every vessel off Charleston is a lame duck, except the Huron, Bienville, and the sailing ships,—for even Steedman says he is not fit to be outside.

They are in terror on board the Adger lest her steam drum bursts at any moment,—on board the Augusta (a faithful ship) lest her garboard strake shall fall out,— The Vandalia has a heavy leak under her magazine, begging to come in, Flag, chronic leak, produced by those people in Baltimore. I have been in service some years now, but I can recall no work decently done for the Government in Baltimore— The Brig Lawrence and the Princeton rise up as examples— The Flag is now in here for coal—if her steam gives out she will go down; and yet she was 96 days in that man's hands.— I have seen all the papers and his excuses are good for nothing—he knew she leaked when she left.

Since writing the above—a little sample of our life here has occurred—off comes one of the Commanding General's Aid-de Camps—, informing me a Lieutenant and 40 men have been captured—(I will promise you there was not a sentry placed) on Pinckney Island (close by)—and wants a gunboat—of course I have none, the Pembina, the only one here, is on the beach—but in fifteen minutes we put howitzers and guns on the tugs and off they go— Oh those blessed ubiquitous tugs— they were your thought, and *I* have often thought, if poor Mr Morgan, so much abused had never bought anything else, he would have earned his money.

No estimate can be placed on their value here—we

have managed to repair them in turn, and they have paid for themselves ten times over—to say nothing of what is worth more than money they have tended to preserve the fine health the squadron is blessed with, by saving us boating.

Let me hear from you, when you have time, and let me alone rather than send poor officers.

We hear that McClellan is falling back—if so you will not want so many vessels in James River.

I was made indignant the other day by the correspondence from here in the N. York 'Herald' and N. Y. 'Times' of the 9″ inst. representing us in a state of panic &c. One of those fellows dated his letter from the 'Vermont'—every officer there denying any knowledge of the same.

I have written more than you will have time to read and I have only to add that

I am yours faithfully

S. F. DuPont

I forgot to mention that the Ottawa & Seneca will go home so soon as I can get something to tow them.

S. F. DP

Hon G. V. Fox
Asst. Secy of the Navy
Washington

22 Aug. Have you thought of establishing some rule as to the *official* colloquial title of the ranks in the New Grade bill— Are the Lieut Commanders when Executive officers to be styled Captains if so we will have three Captains in this ship— The title Captain, has been so vulgarized with us, that it is a pity it could not have been thrown overboard—it is one of those queer things that have helped absolutely to keep the Navy down in the public mind—and more than one member

of Congress looks upon a Capt. in the Navy in the same light that he does a Captain of Zouaves, or the Captain of his nearest police Station.

S. F. DP.

[G. V. FOX TO S. F. DUPONT]

Navy Department
September 6, 1862.

My dear Admiral:

I have yours of Aug. 13 and 21. Dark days are upon us. Pope a lying braggart without brains of any kind has been driven into Washington and his Army disorganized. The rebels again look upon the Dome of the Capitol, and the flag of disunion can be seen on the neighboring hills. Everlasting disgrace with means such as no people ever lavished upon those who direct. However we shall come out of it, once more the armies move down to the Potomac and wheel into line, dispirited, but determined. We also are having bad luck but I think we shall strike the flood very soon. What a batch Hazard brought in. Wilkes is in the river with the James River flotilla and we immediately concluded to dispatch him with a flying Squadron of six vessels into the West Indies to remain there as long as the Oreto and 290 are afloat. The noble Adirondack gone, 12 knots without blowers, I am afraid to whisper *why* she was lost. The Ironsides seems a success. Dahlgren's 11 in gun with 30 lbs powder at 76 feet glances from the 4½ plate placed at the same angle. And the same charge fired perpendicular only breaks the iron without penetration. We must have Charleston with Lee and two monitors [letter entirely faded.—EDS.]

to you next month. The Pres't is most anxious and you know the people are. I do not know what their torpedo arrangements are, but all their guns will not touch the iron vessels. They will press us to send the Ironsides and one monitor in, since the second monitor will be behind say three or four weeks.

We approve of all your appointments except Baldwin, and as he is coming home, we will take care. The Dept cannot give an oversloughed officer sea duty, without practically ignoring the action of the advisory board. We will endeavor to have an outside organization to repair vessels. Boston and Portsmouth are without vessels to repair, while New York and Philadelphia [letter faded.—EDS.] as much as they can attend to. All the prizes and all the repairs go to the first two places.

Be assured that we shall use every exertion to add to your force, and also to repair the vessels.

Most truly &c

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Wabash, Sept. 20th 62
Port Royal

Dear Mr. Fox,

Busy day—those fellows have got impudent in the St. Johns River— I have got Mitchel to let go down— I hope we may bag 500— Steedman is there with Woodhull, who could not get farther—his hull having shrunk & the fastening gone— Engine in danger—

The Gov. of Florida left Tallahassie & came down to Jacksonville & gave orders that every officer & man from the Gun boats should be hung as kidnappers &c—

Now the above was not the cause of this hurried note —but to say & to repeat in yr case my friend the word *Tug, Tug, Tug*—the Petrel alas is gradually following the Mercury, & going down by inches, she leaks awfully to day Preston, & Rodgers had just been in to make me write you this note— Marietta in yesterday.

Yr last date 6th (Private) made things *very blue*— the raid into Maryland rec^{d} afterward, gave that hue, a real Bengal indigo tint— We have been scourged for something—the papers of the 15th let in daylight. Do not go it half cocked about Charleston—it is a bigger job than Port Royal, & putting the coast of these *especially* rebel states, in irons— You & I planned the first & all its incident—let us consult together again— Loss of life is nothing, but *failure* now at Charleston is ten times the failure elsewhere—

Faithfully yr Friend

Hon G. V. Fox
Ass. Sect

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Keystone State, Monday
29th Sept. 62.

My Dear Sir

I received my orders on Friday and left on Saturday —every thing right— I called at Charleston & we are entering the Delaware in 48. hours from the former place—this is a glorious ship.

Though I feel that public matters with the Depmt will be subserved by my coming, I am not insensible to the kind consideration which partly prompted my orders.

I could not *get up* any plea of ill health, for I am better than when I left New York, but a few days respite & change to the mind I am sure will give me a fresh lease for work—for I left my home for New York just a year ago & embarked in the Wabash, but as you are aware my labors commenced on 31—Dec—*60*—when I relieved old Com^e^ Stewart at the Navy Yard; my mind has been since then on a full tension.

With warm regard & thanks to M^r^ Welles & expecting to see you so soon, I will close this by asking you to do me the favor to give LeRoy a weeks leave. Not to put the ship out of commission but to hurry the few repairs she wants. I have just written to M^r^ Lenthall & sent the requisition &c.

The first Lt has sent for his wife & intends to hurry things, like a fine fellow

Faithfully Yr friend.

S. F. DP.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
October 7th 1862.

Dear Sir:

Will you return me that Charleston letter? I like your photograph much, there is so much character in it, but do not forget the small one for Mrs. Fox. We have two torpedo men in our employ and rams and instruments are all ready for work. My impression is that either of our men could clear our rafts and piles so as to open a passage and destroy the city and have the forts. I think you agree with me that uncle Sam's property should be injured as little as possible, whilst

ruin and destruction, if they must fall should be where treason has been hatched.

Dahlgren frets under the war bugles and I shall advise that he either take an iron clad with you, or go as your ordnance officer: the latter would be more proper. Does it not strike you so? He certainly ought to be allowed a turn at the enemy. I will have the Ella all ready Tuesday night and there shall be no one but ourselves. In the meantime be happy, as you must be, at home and when you again return to it you shall be loaded with the honors that are justly due to him who avenges Sumpter.

Please write to Drayton that you will send the Pawnee home. She can go to New York touching at Hampton Roads for orders.

Very truly Yours,

Rear Admiral G. V. Fox.
S. F. DuPont, U.S.N.
Wilmington, Del.

[S. F. DUPONT TO G. V. FOX]

Private

Near Wilmington, Del.
Oct. 7th, 62.

My Dear Sir:

I went up yesterday to the Navy Yard to see into various matters and particularly about the Keystone State— They are pushing on bravely with her, but will be scarcely through on Tuesday & this by working on Sunday—

If you have no objection I will say *Wednesday* to be in Washington (tomorrow week;) I find much to at-

tend to, to prevent confusion to my affairs, & the future warns me to set my house to rights— The vacation is beyond expression agreeable to me and doing much good to my health physically & mentally— I shall go out with a new lease of vigor & devotion I hope— But I want more of a talk with *you* than I have yet had quietly, on public affairs &c—which we may have going down to the Roads.

I saw Bache by appointment. I think the League Island business will go right— But I infer from what he told me, that S. has parted with what little sense he had and on the receipt of yr. letter by Bache, was for flying off to W^m^ to make a *fuss,* about dictation—and also to try & get up a row about my private letter to Mercer— which he showed to B & which the latter told me had nothing in it—the objectionable phrase being, that I said 'Rank was dead'— I can now add '& buried'—

I was much pleased at the stroke of work being done at the Philad. Navy Yard— My officers getting repaired there, speak in the highest terms of the energy & disposition to oblige—

I saw Jeffery and had a talk about Drury—he confirms some of my impressions of iron vessels—it is well to know their difficulties as well as excellencies— I told Jeffery up & down, that men like him ought not to be ashore now

Yrs faithfully

Hon. G. V. Fox S. F. DuPont

Will be Friday & Saturday forenoon in Philad & am to see Bache again—have written to Drayton to meet me there—

S F DP

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

Near Wilmington, Oct 8th 62

My Dear Sir

I enclose the Charleston letter, which I had intended returning but forgot. You will have recd my letter to day.

I will write Friday from Philada where I am going to hurry up Key Stone State. I am sorry you had to send Pembina to another Station—these *regular* gunboats are all I have to rely upon for Stono & the Waters around Savannah—where you ought to get a monitor as soon as possible irrespective of Charleston—for it seems Beauregard is vaporing down there, & those soldiers will lose us Pulaski—while Mitchell is making speeches.

I forgot to tell you the other day, because I never had a chance to see you alone, that Foote & Wise had made a most extraordinary appeal to me to give up my command to Dahlgren—I was astounded but as to what passed I will reserve until we meet— Simply observing that Dahlgren is a diseased man on the subject of preferment & position— As I told Foote he chose one line in the walk of his profession, while F. & I chose another; he was licking cream while we were eating dirt & living on the *pay* of our rank. Now he wants all the honors belonging to the other but without having encountered its joltings—it is a disease & nothing else.

In reference to giving him a place I told Foote just what you suggest; let him take an iron clad & I shall

be glad to have him as one of my Captains— As Ordnance Officer it is simply impossible—that cannot be & I want that understood— Rodgers is a better Ordnance Officer *afloat* than he is. Foote said, he could hardly be expected to take a single ship, with Porter an Admiral—& why should he not—as well as Turner, Godon, Green, Taylor and above all Drayton, all Captains & in my squadron, or are to be—the latter so often under fire & with such loyalty— Men who have gone to sea &c.—& all senior as well as Dahlgren to Porter.

We had the 'little election' here yesterday—its result is not satisfactory.— The Democrats have ceased holding meetings but have employed secret emissaries with remarkable effect, pulling two strings—the first, this is "an abolition War made by Lincoln"—the second, the slaves are all to come North & monopolize 'the labor'— Delaware is not so important, but this is the game in Penn[a] too. I have said for several months I was more afraid of the Democrats than of the rebels.

Yrs faithfully S. F. DuPont

Hon G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

"Wabash" Port Royal S.C.
October 23" 1862

My Dear Sir

I reached here last evening after a pleasant run, calling off Charleston— Two schooners had been taken within a few days and a large English steamer run on shore by the Flambeau under Moultrie— She was on her beam ends as I passed at high water yesterday— but they were doubtless getting her cargo out for a tug

was alongside, and I fear her Engine will be taken for one of the rams.

The Racer had been in and came out that day, at night some white lights were seen made by her, it is thought to this steamer— She was flushed by the Blunt, but not a breath of wind for her to get under weigh. Her fire made Upshur slip, the steamer going by at lightning speed, he shelled and chased, and the fellow ran her up high and dry on the spit off Moultrie.

I heard on my arrival here, that an expedition has been sent up Broad River, of 4500 men, with many gunboats, to cut R. Road bridge Pocotaligo, and as a feint for a further expedition to the Ogeechee. I regretted such things were attempted in my absence by Genl Mitchell absorbing my vessels from the blockade which of course could not be refused him by the Senior Officer present, and this with nothing pending to result from them if successful, not any more than burning a wood pile or the wharf—to be replaced in a week.—

It was a complete *failure* with heavy loss— the troops ventured out of reach of the Gunboats, and though behaving well were thrashed by an inferior force well posted; full information of the movement having been carried to the rebels by faithless or spy contrabands. I saw a portion of the poor wounded fellows, landing, said to be four hundred in all! the killed amounting to forty. If two of my boats had been off Charleston instead of here we would have had that steamer, doubtless worth half million in arms and rifle cannon, instead of this loss.—

A few items now as to my wants.—

1st Do not forget the tugs and Ferryboats and small dispatch harbor boat—we are like an army without wagons— The machinery of the Ellen has gone home —the Mercury's also, and the Pettit broken down.—

2nd Please put a 200 Pdr rifle on the Huron & send her out as soon as possible— Had I been here she never would have moved a foot, her sickness was not yellow fever, the only contingency in which I left word she might be sent home. I hope you will keep every man and officer in her & send her back.—

3rd Memphis captured a small 80 ton screw very handsome, the last English getting up for running the blockade. She threw all her arms over board

'4th The Racer told Green that the defences of Charleston harbor are greatly increased since his last visit. The christening of the rams had made quite a glee. Rutledge their strongest man has one. You forgot the rams I think. If we have to divert two iron clads for them, not many of your proposed force will be left for the forts.

You had better have some 10,000 men sent out here at once, or these troops but for the squadron will be driven into the sea and we shall lose Beaufort. Mitchell is quite ready for James Island when the time comes, but he has no men.

In great haste Yrs Most truly

S. F. DuPont

Hon G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, Port Royal
1 Novemb. 62

My Dear Mr. Fox,

I have had a heavy official mail to get away about various matters, so that I have not time to write as I intended.

I make time to ask you to see if it be possible to spare us having Gen[l] Mitchel's place filled by Gen. Frémont which seems to be apprehended.

The fever is abating. There has been about 50 cases and 37 deaths. G. Mitchel, Col. Brown, Capt Williams, Staff-Capt. Warfield QrMaster's department. Mitchel's two sons down, but do not know their father is dead and buried. The infected district is in Hilton H[d]. No new cases. I have interdicted intercourse and we pray for frost and ice.

We have walked on to John Bull in the last two weeks. Anglia, Scotia, Ouachita, all steamers captured —Minto a complete wreck—with two large steamers besides, but there is a fellow with iron plates at Nassau.

Please hurry the Tugs, we are almost at a stand still and the vessels are double the time getting back to Charleston, when they come on for coal.

Never thanked you for Photograph. It is capital and I keep it near me.

Ever yrs in violent haste to save the mail

Yrs most faithfully

Hon. G. V. Fox,
&c
Washington

S. F. DuPont

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
November 7th 1862.

My dear Sir:

I have your notes. Yellow Fever, horrible. The season must be too late. The Engineer Tower has been tried by Court Martial. Authority under the new law

to convene Courts was sent you but for some unexplained reason Godon sent it back. Hunter and 10,000 men will soon be with you. I showed Halleck our plan and the point for the troops to occupy and he cordially approves the whole thing and will direct Hunter in the premises, who goes first to Hilton Head. We are preparing rams and torpedoes. Now about the chart for the wharf.

The captures you have made give intense satisfaction and are a terrible loss to the enemy at this season. They are making prodigious efforts to get in supplies. The Passaic will go on a trial trip to Hampton Roads next week. The Monitor goes down Saturday. Turner is shifting his guns for straight muzzles. The Smoke pipe is fitted to take entirely off even with the rail and the eyelet holes of the Pilot House are enlarged which will give more sweep especially with everything off even with the deck.

The "290" is giving us a sick turn, we have sent out the Vanderbilt, Augusta, Onward, Mohican and San Jacinto. The Huron is obliged to convoy the Merrimac & Mississippi from Boston to Hampton Roads thence to Port Royal with troops.

The Stettin goes to you and we will make gunboats as fast as possible of your prizes. If you can keep the supplies out of Charleston until the Iron Clads join you, say for six weeks or two months, the rebels will go under.

They are suffering terribly and winter upon them. We will run one supply boat into Philadelphia.

Very truly yours

G. V. Fox.

Rear Admiral S. F. DuPont,
Comd'g S. A. Blockd'g Squadron,
Port Royal, S.C.

[S. F. DUPONT TO G. V. FOX]

'Private'

Wabash. 12. Nov. 62
Port Royal, S. C.

My Dear Mr Fox.

The Connecticut is upon us— She & the R. Island have nearly lapped. Now for a few items—

1. We are *without mails,* lamentably so. We are indebted to the Coal Schooners, for a torn newspaper one of these to 3d Nov. telling of Semmes' depredations— but no *regular* files since the 24th.

There must be a great accumulation of mail matter at the New York Post Office—the Ottawa came away without getting them— Please do not let the Men of War do this—for the army transports are nearly withdrawn—let the Augusta send word to New York before she leaves.

2. I hope it is not true that you are taking away J. L. Davis from me & sending down Hopkins!—the former is one of the best officers I have had out here.

3. I am short *two* light draft vessels—the Wamsutta has to go home in tow— State may have to go, on acct of her bottom— I want them all badly for St. Johns— St Simons—& other places.

Please hurry the Ferryboats and the tug.

4. No cases of fever for two or three days—still confined to a small spot on Hilton Head.

5. The Shepherd Knapp must go home— I have sent a mortar vessel to Ossabaw to relieve the Fernandina, that I may send the latter to St Helena.

The Waterwitch lured round the Mortar vessel, and as we hear firing in the South West—I think Davis &

Barnes have availed themselves of the chance to take the Ogeechee battery.

If Chas. Davis is with you tell him he is in my debt as well as in Rodgers' & to write soon

Aff. Yrs

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Port Royal
19. Nov. 62

My Dear Friend

After a famine has come a feast—three weeks & three days between a mail which came yesterday & its predecessor! I was up half the night reading the *Depts* dispatches & private letters. Yours marked Private was especially interesting as they always are. I cannot reply in full, as the 'Ouachita' is off and I am much pressed—but will dot down a few items.

1. Glad to hear you are pleased with the Captures off Charleston. They have driven the Economist off twice, with the iron plates, & that last time, the Blunt put a shot through her, distinctly heard by the Flag, so I am in hopes she has gone back to Nassau a lame duck—the nights are dark, & very harassing and anxious the duty in consequence— It keeps me up to my trumps to keep more than twelve vessels off Charleston—the coaling & the breakage rendering it impossible to do more. But I feel indignant at the conduct of England I am leaving no stone unturned.

2. The Ottawa came in yesterday, permanently disabled until a new crosshead can come out.

The Huron arrived this morg—but has not been repaired much if at all—with her old crew taken out.

Quaker City in to day—boilers nearly gone & down to five knots.

Please let John Rodgers have one of the early Monitors no one knows how to avail of his genius but me, for he is a man of genius.

Four contrabands from Charleston very smart fellows, have described the obstructions very well—not time to send their acct.

3. The public correspondents are springing up from my Squadron again— I am walking in to them, & if I cannot put them down, I will go home.

The Dept. ought to frown on this every where—this 'Naval Correspondence' should be put down—if you notice it—it is all against us & misleads the public mind.

A letter from the South Carolina (Almy's) ship telling a great lie, that the Nashville was in *Stono*—& that the Minto run in with iron plates is the text for a bitter editorial in the same paper the Times of 13th.

Yrs most truly

Hon G. V. Fox. S. F. DP

Nice letter from Mr. Grimes—will write to him soon.

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
December 13th 1862.

Dear Admiral:

As the Circassian will soon be off I will drop you a line. I have all your notes and contents attended to as

received. The Iron Clads come along slow but still we have a small Squadron nearly ready. The Passaic broke her boiler stays coming around and is here repairing and improving. She will go down to Hampton Roads early next week. As she will have to wait the others we propose going into Wilmington. The Montauk leaves New York to-morrow, and three others within a fortnight. As soon as four are ready they will all be sent to you with torpedo arrangements that will probably destroy any obstructions near the surface. We have got off several tugs for you and more will follow. The Connecticut is preparing as a Man-of-war. Stellwaggen is a Captain in your Squadron with a small Command so we must send out a better vessel to him. She will have to follow the 290 since there are no indications of Semmes being along his old haunts. Banks has gone off to Texas and New Orleans with quite an Army. Parrott convoys him as far as Key West when he returns to you. Burnside is firing at Fredericksburg and the shallow earth works but the enemy are probably in Richmond. Davis and Foote are well under way in the Department. Preble has been given by agreement an informal Court of inquiry the Department resting the case entirely on his own three reports. Of course he was condemned in toto. I am sorry for him and his family but his fate was necessary for the public good. We have quite a host of naval celebrities in town, Stringham, Mervine, Meade, Carter, Thompson and others of the same mental calibre. They will disappear upon the capture of Wilmington or Charleston. We hear the Oreto is out of Mobile. These two vessels will give us much trouble. Congress will be quiet until after the holidays. They are not in the humor to be the recipients of any suggestions from this Department at present.

Hale is attempting to win a little notoriety but is perfectly harmless. I enclose a note which is probably old news to you.

Very truly yours,

G. V. Fox

Rear Admiral
S. F. DuPont,
Commd'g S. A. Blockd'g Squadron
Port Royal S.C.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

Flag Ship Wabash
Port Royal S.C.
Dec. 22″ 1862

My Dear Friend,

I am *growly* to day, so I let off to you privately, for I think it *mean* to be complaining officially, when I know the Department is not only doing its best, but doing *so much*. There has been nothing like it in the history of Navies before— Still mistakes will occur with us all and matters arise beyond our control— So in this spirit I *dot* down, and I want you to give my suggestions such directions as your judgment will approve.

1st This ship by her order, discipline and efficiency, is the leaven which leavens the whole squadron— morally & materially; She is our bulwark—but without intending to do so, you have upturned our Engine room and relieved our regular Engineers by volunteer Engineers—inferior even in their class. Then the Chief Engineer who has been doing the duty of "Fleet Engineer" since Mr. King left the ship, with

uncommon zeal, efficiency and pride, has to give way to the Engineer of the Canandaigua, who has not his experience or knowledge— A Volunteer Engineer who went home in the "Vixen" as a 3″ Asst., is ordered to this ship as Second Asst. and comes in next after the Chief Engineer!

I have therefore to request that the Engineers of this Ship be regular officers and that Mr. McCleery be retained in his present position or that a Fleet Engineer, Senior to *all* in the Squadron, be ordered out. The Young men who are ordered home for their examination are desirous to return—so far as they can be fitted in after their examination—they are very clever.

2nd We are sorely tried by the withdrawal of the *supply ships* before others were ready— The "Circassian" was sent away in great confusion— She brought no fresh provisions—lost things, and gave us neither comfort nor satisfaction in any way—her Commander seems anxious to have things right—but the ship is not well suited, she is too long, too narrow, and too deep.

West writes that the work does not progress on the "Massachusetts" and he is disheartened— I trust the Yard will receive some special order about her— We are suffering a good deal *personally* as well as publicly for want of this ship— This is the coldest winter known here for some years; and I have no fire, asked for a carpet, which was immediately ordered and made, but that was the end of it—we cannot get it out— Oh! those Yards!— Please think of the "America" too, they miss her much inside the Rattlesnake.

Please do not send any more officers down until required— I am sorry to observe the standard getting lower and lower.

3rd The "Fleet Paymaster" is all well enough as a general rule; the principal duties are now done by my staff & Mr. Isaacs, but Cunningham will fit in well— I hope however that you will not send an Asst. Paymaster to this ship to play backgammon, and occupy the room of some *working* man—there is nothing in the world for such an officer to do—for Mr Cunningham is in no manner crowded by his work.

4th We get no prize crews returned, which is one reason why I had to ask for men— I am working in all the contrabands I can— I am fortunate in having Reynolds on the "Vermont," who is kind to them.

5th Many thanks for that *bouquet* of Tugs— Daffodils and Dandelions, they circulate like our lifes blood and are invaluable.

Have got in the Fredericksburgh News—it is a wet blanket—but our press is horrid— I expect to hear from you fully on the important matter, when you send me the iron clads—let there be no *stinting* for *we* must not fail, if the poor fellows in the army do—

Yours faithfully

S. F. DP.

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
January 6, 1863.

Dear Admiral:

I have your letter of "growls" of Dec 22d all shall be attended as you desire. The wharf matter is closed at 4 months. Stake off land at the base, sufficient to make a naval station, and we will get a bill passed to keep it

in our possession. The shoal water at Wilmington will not allow us to make a naval attack, so the boats go off to you. The 'Monitor' has foundered with a loss of twelve men and four officers, though a faint hope exists that they may be in a missing boat. The survivors performed their whole duty, and we comfort ourselves in this sad disaster, that though in the fortunes of war, we cannot expect exemption, yet when they have darkened our minds, we rejoice that the ordeal exhibits the characteristics of the American Navy.

We shall send you immediately the "New Ironsides," the "Passaic" the "Montauk" the "Patapsco" and the "Weehawken" and a system of torpedoes which will be explained by the officers sent down with them. I have had an interview with Generals Halleck and Hunter. They approve landing at the position we talked over, and also like the whole plan. Hunter will take immediately ten thousand men to Port Royal. The Pawnee is finished just in time to assist you. The armies of the Union are again in the ascendant: defeated at Murfreesborough and Vicksburg, and soon to be at Port Hudson and Mobile, the rebellion staggers to receive the final blow by your avenging arm, at Charleston and Savannah.

The eyes of the whole country are upon you, and knowing your skill and resource, and reliance upon Him who gives victory, I commend you to His keeping, no misgivings as to the result.

You better send despatches containing the result to Hampton Roads, where they can best be telegraphed.

Very truly &c

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Wabash, 8. Jany. 63.
Port Royal

My Dear Sir

Preston will give you some details of interest— I have endeavored to keep the reporters from knowing the nature of the mail taken—for one trip any how—but the Captain of the Hope blabbed—though all this may strike you as unimportant. We have a good deal of information from Harris. No obstructions to speak, but the two iron clads are formidable & *they say,* 140 guns can be brought to bear on an approaching vessel, and have not the slightest apprehension.

Please send back Preston immediately if you can.

Yrs in great haste Most truly
S. F. DP.

I send you every thing—photographs & all—if you give them away mention where they came from. So far as I care, keep them yrself. Please give Mrs. Fox in my name Jeff Davis' & his wife.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Jany 10th 63.
Port Royal.

My Dear Sir

I think it well to explain why I let Tibbits the Master return again—he wants a command & thought you would give him one— I would be very cautious about

this & you had better give him his position in some active ship. I had none here for him & Reynolds preferred not to have him back to the Vermont—as he did not treat the contrabands well, a failing with many of these outside men—as a general rule, because they are not gentlemen.

You know I have no prejudices against them, but to make them commissioned & confirmed by the Senate is a *great mistake* & the movers will be the first to regret it. After the war & a close scrutiny, some of these men may be retained with advantage—but very few.

That was an admirable General order of Dec 12th. Harris whom we took represents the Charleston iron clads as very formidable in everything but motive power.

We hear the Fingal now 'Atlanta' is going to try to get to the Ogeechee & release the Nashville, now armed for a Privateer— I have sent the Canandaigua off Ossabaw.

Blockading iron clads with wooden vessels is not comfortable—the more vessels you send the more game for them. The Atlanta is very powerful in every way. Strange that rebel shops & workmen should build faster than us.

Yrs truly in haste S. F. DP

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
January 23d 1863

My dear Admiral:

A terrible load of anxiety has been taken off my mind to-day. Tuesday night we had a hurricane on the coast

and though Rodgers[1] of the Weehawken had the Delaware close under his lee when it commenced yet with that reckless daring so characteristic of him he cast off his tow and pushed out to sea and rode it out beautifully. It was a great risk, too great, but he has solved a problem that otherwise would have had few backers. The loss of the Monitor brought up the "I told you so" people, Rodgers courage has extinguished them. Every succeeding vessel we build stronger and better and with improvements that will render them perfectly safe at sea. The Passaic and Montauk are the weakest and if you send some to the Gulf and keep others those two better be retained to come North in the future for greater strengthening.

The Nahant put into the Delaware Breakwater all right. It is several years since we had such a gale as Rodgers was in. Lee is ordered to send off the Patapsco and Weehawken without a moments delay. The Vanderbilt will perhaps give them a pull down but please send her back to Hampton Roads for the chase of the 290. Hale is trying to capsize everything but it will all end in smoke. He has, however, succeeded in getting Paulding rejected though the matter may come up again. All the others will be confirmed. Porter has made a fine attack upon a casemated Fort and at 400 yards knocked it all to pieces. He greased his iron clads a la Merrimac, I have ordered a copy of his remarks upon that subject to be sent to you.

Fitz John Porter is dismissed the service. Disobedience of orders and want of cooperation with Pope in face of the enemy. If we can take Charleston, Savannah, Wilmington, Mobile and the 290 the Navy on the ocean and coast has finished its hard work. I don't know how you will like our torpedo rafts but it was the

[1] John Rodgers.—Eds.

best we could do. They may answer at Savannah if not at Charleston. Acting Vol Lieut Faucon is one of the best educated and most systematic officers we have from the merchant service, and if Reynolds must have a command at sea Faucon is the man for the Vermont. Davis and Farragut are charmed with him, I will do nothing until I hear from you. Reynolds cannot get upon the active list until he has made an active cruise. This is the Secretary's decision on all these cases. I doubt whether Mobile or Port Hudson can be taken until the iron clads get there and the Sec'y is very anxious that you should send at least the Ironsides, Weehawken and Patapsco there as soon as your great work is finished. We shall have plenty more of better construction in a few months. Remember me to Rodgers. I shall think of you with intense interest as you go forward to retake the City where this wicked rebellion first tore down the Stars and Stripes.

We have added a story to our Navy Department building and erected a fine flag staff thereon and shall not raise the American flag upon it until Charleston falls. If you will send us Sumpter's flag it shall go up under the American flag.

The dispatches and letters you took were admirable and have all been communicated abroad and there published.

Wishing you all the success that is so richly deserved by your past history, I remain,

Yours very truly

G. V. Fox.

Rear Admiral S. F. DuPont
Comd'g S. A. Block'd'g Squadron
Port Royal S. C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 12th 1863.

My dear Admiral:

The Charleston matter gave us very little concern, even with the flaming rebel headings, and I fancy the knowledge you have acquired of those craft is worth more to us, than our loss is gain to the enemy. After the receipt of your confidential letter upon the subject of iron clads I cast about to see how it was possible to give you another, and I finally suggested to Ericsson to put his whole force upon the vessel nearest completed and get her guns and engines in working order and then tow her to Newport News and finish her there, which would relieve the Nahant, employed at that place guarding the Merrimac No 2. This he has done and the Sangamon sailed from Chester yesterday with mechanics on board and immediately upon her arrival at Hampton Roads the State of Georgia will start off with the Nahant in tow.

The President sent for me to-day and read Foster's despatch of the 2d stating that the Navy would be ready for the attack in about two weeks. We are very anxious but shall not press you. The President remarked to me several times "I should be very anxious about this job if you did not feel so sure of your people being successful."

Ericsson considers the Passaic and Montauk less prepared for bad weather at sea than the others, and if all goes well I think you had better retain those and let all the others go to Farragut, who is having an awful streak of bad luck. We were defeated at Galveston by

two gun boats which only mounted one 68 pdr, which burst at the third fire, and the whole attacking force were soldiers. It was the most disgraceful affair that has occurred to the Navy during its whole history, without a single redeeming feature and to complete our disgrace and complications the senior officer left the fort with three gun boats and ran for New Orleans. You will wipe out the affair, I am sure, and will meet the views of the Department by pushing the iron clads into the Gulf. I entertain no apprehensions whatever, for I know the signal ability which will survey the scene and direct the storm.

Very truly yours, G. V. Fox

Rear Admiral
S. F. DuPont
Comd'g S. A. Blockd'g Squadron
Port Royal S. C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 16—1863.

My dear Admiral

I had an interview yesterday with Gen[l] Foster before the President, Stanton and Halleck. Foster related carefully, everything of interest, and developed his plan for the attack upon Charleston viz: the Iron Clads to protect him upon Morris Island whilst he erected batteries to reduce Sumpter; such an idea was so insignificant and so characteristic of the Army, that I could not help expressing myself to that effect. Foster said you and he had measured across the upper end of James Island and that it was too wide to be covered by guns

from the iron clads, assuming that they could get to Charleston, and that there were 19,000 men upon the Island with 3 months provisions. I then asked Gen Halleck, what would be the result of the Iron Clads reaching a position off the city. He replied the entire evacuation of James Island. I repeated the question to him Cullum and Foster all Engineers, afterwards at Gen Halleck's office and he and Cullum both said it would be all up with them if we could pass the forts. I then said to Foster why attack the forts? He finally acknowledged that if we could get to the city it would be no use. The idea of a siege meets with such disfavor that the President wished me to go down and see you. But though I consented yesterday it seems impossible to leave at this time. The Nahant leaves to-day or to-morrow, and is the only Iron Clad we can add without creating a delay that the Government and country seem to be very impatient of. Finances, politics, foreign relations, all seem to ask for Charleston before Congress adjourns, so as to shape legislation. However take your time, my dear Admiral, we only say do it, but I beg of you not to take these soldiers too closely into your counsels in a purely naval matter. The two Rodgers are worth the whole of them. It seems to me very clear that our course is to go in and demand a surrender of the Forts or the alternative of destruction to their city. If the obstructions prevent this, it will be time enough to *assist* the Army in laying siege. I believe you will do what is best in the most superb manner and you will be successful.

Very truly yours

G. V. Fox.

Rear Admiral
S. F. DuPont
Comd'g S. A. Blockd'g Squadron
Port Royal S.C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 20th 1863.

Dear Admiral

Foster told me that you would be perfectly satisfied with two more 'Monitors' and upon this spur we have pushed the work upon the 'Catskill' to the utmost, and though I have written you that we could not do it, yet, I am happy to find we can. I should never forgive myself if you were not provided with all you wished for so great an undertaking, and I am very happy that we have succeeded for it gives you success. Do not attack until she comes, as the Weehawken affords a proper cause for satisfying the impatience of the people. Foster tells me that the bolts flew in the Pilot House of the 'Montauk,' we have no report but I have written all the facts I could gather from the General.

Rodgers at the farthest will leave on Tuesday next with the 'Bienville,' which you must let go to the Gulf. Several of Farragut's vessels are off after pirates. I hope you will hold to the idea of carrying your flag supreme and superb, defiant and disdainful, silent amid the 200 guns until you arrive at the centre of this wicked rebellion and there demand the surrender of the Forts, or swift destruction. The President and Mr. Welles are very much struck with this program and Halleck and Cullum, as I have written you, declare that all their defences must be evacuated if you pass the forts. The sublimity of such a silent attack is beyond words to describe, and I beg of you not to let the Army spoil it.

The immortal wreath of laurel should cluster around your flag alone.

I shall not probably have time to write you again before the attack. I commit you to the care of Him who has given you invariable success, because you have invariably deserved it.

Very truly yours

Rear Admiral G. V. Fox.
S. F. DuPont
Comd'g S. A. Blockd'g Squadron
Port Royal S.C.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash 25. Feby. 63
Port Royal S. C.

My Dear Sir

I have your several letters— The ammunition is about all received and we are working steadily in reference to its proper & available distribution. The Ord. Bureau has done wonders for us in this line.

The work on the Weehawken goes bravely on—she is in Station Creek where I am going presently. We hope to try her Engines Saturday.

I thank you for Catskill— Why cannot Rhind come here? I cannot conceive why he should be kept doing nothing at Wilmington—he can go there immediately after, & will do nothing there in the mean time.

The *Experiment* for it is nothing else (the trying of 200 Guns with twenty) is too momentous to be trifled with. You must therefore be patient until we are ready —better be successful in March than fail in Feby.

I am surprised you believed for a moment that we could be humbugged into a *Siege*. The poor Soldiers seem so thrown out & Foster kept saying so often that they could do nothing without us that I agreed to give them all the incidental protection possible and get them on shore on Morris Island—a plan first proposed by Seymour who said he could put up their battery in two nights. There is another battery going up nearer Cummings Pt.—so we shall have to knock this over as well as Fort Wagner to win our harbor & get our own base of operations. To keep up the supply of ammunition in these vessels requires great preparations and system —we had expended nearly to the last shell on the Ogeechee.

A man which you let off again (Gladden) twice taken as a Pilot came down in the Arago—a very dangerous man—stated the Monitors were to be boarded by 'forlorn hopes' & the turrets spiked. We shall look out for that. G[l] Hunter had this man arrested.

It is impossible to have Reynolds from the Vermont now—none but a regular officer & he clever, should be in charge now of that ship with her immense material of war— Then an Officer like Reynolds is always a nucleus for a court of Inquiry, important boards & surveys—the old man you spoke of would be lost on board. The reception too on board of Prize crews & passengers & officers to reside while reaching their ships, all make it most desirable to have a regular officer on board that Ship.

I shall become very anxious when I withdraw the iron clads from the Sounds below—lest the Nashville gets out & we have some shines cut by the Fingal— Gladden came down to run the N. out.

We are up & doing—nothing will be wanting on our part—if it pleases God to give us the day.

Yrs very truly

Cap Fox. Asst Sec S. F. DuPont

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 26th 1863.

Dear Admiral:

The Catskill goes to day, and as the Keokuk is nearly ready we have pushed her to completion, so as to add her also to your fleet. I trust that they both will be in time to assist in the attack. Very little rest has been given to all hands connected with these vessels for I have felt how much responsibility rested upon us in regard to the force to be given to you. Lee is going at Wilmington, which is purely an iron clad-affair and the order now stands for you to return the Keokuk and one other iron clad to Hampton Roads. This will give him all the force he asks for. I trust you will see to this, and to the iron clads going to the Gulf where our affairs are pretty well run down so far as the navy is concerned. The iron clads at Mobile are formidable and threaten, not only an attack upon the blockade, but upon Ship Island. There are also two iron clads up the Apalachicola under Catesby Jones. The calls upon us from Farragut and Bailey are and must be, unheeded, to enable that every iron clad possible shall be with you to insure success. The moment this is attained, I am sure you will relieve our anxiety by sending forward the vessels as I fear every day to hear of a disaster in the Gulf.

The Navy retired list are making little headway, and will make a great deal more if we do not have a victory. The disasters and the three rebel privateers in the West Indies injure us and detract very much from our influence. The section about flags at the Main Fore and Mizzen is revealed in the Senate. The English Government have asked us the meaning of it, and whether we consider Rear Admirals with a flag at the Fore and main as Rear Admirals, or entitled to higher honors.

The Smith's crew have arrived. We are trying to find what has been done with the colored persons in the crew. They have proposed in Richmond to sell our cooks &c into slavery. If they do I think we can retaliate. I shall say no more about the great duty entrusted to you for I have such unbounded reliance in your ability and judgment that I never have permitted myself for a moment to doubt the result complete overwhelming and final.

Very truly yours

G. V. Fox

Rear Admiral
S. F. DuPont
Comd'g S A Blockd'g Squadron
Port Royal S. C.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash. Monday. March 2. 63.

My Dear Sir

I have your unofficial letter of the 20th and desire before I say another word, to undeceive you as to my ever having said to G[l] Foster or any body else that I would be 'perfectly satisfied' with two more Monitors— Seymour, more of a *ship man* where forts are

concerned than *I am,* said once he thought six Monitors besides the Ironsides would do it, & this may have led to the mistake.

While I thank you much for your great efforts, I think it right to say, that the limit of my wants in the way of Iron clads, is the capacity of the Depmt to supply them— I think the Merrimac should be watched and deem it right that one should be at Newport News, but I want to say to you as a friend & officer, that if you retain a single one not absolutely wanted elsewhere, you may regret it the longest day you live. If you send me all you can I can ask no more—but I do not see why I cannot have the Nantucket and the Keokuk as well as the Catskill. I trust in God you are not going to let Foster inveigle you into any Wilmington operation until we are through here. Let the army go on if it pleases with that system of discrimination, which has well nigh ruined it & us, but keep it out of the Navy. When you started on the Wilmington plan I took it patiently though pressed all round by the rebel rams.

Foster left us a precious legacy here—flying round making reconnaissances, he made one up Folly River & then it was published in the Herald—Morris island has since been covered with batteries where we have to win our harbor & establish our naval base.

We got Steam on Weehawken to day but the Piston leaks & has to come out—it will take three days. I fear Worden's vessel was hurt by the Torpedo—they avoided it going up, but in drifting down in the fog after the fight they touched it and it went off—the leak was bad at first, but it was found to come from a pipe principally—I sent Stimers immediately down—& with orders to bring her up here. I hope to hear tomorrow that Drayton has taken the fort. That Nashville was a

thorn in my flesh—& Worden did the work on her beautifully—but she never would have been there for him to operate on, but for two such blockaders as Davis and Barnes, who have been there so long, making such an impression by their boldness that the fellow never dared attempt to run by them— Gibson after he went did very well too.

Oh those supply ships that will not come! no provisions yet.

It is very late & I am much pressed—with warm regards to Mr Welles

Yrs most sincerely

Hon. G. V. Fox
Assistant Sec Navy
Washington

S. F. DuPont

P. S. Excuse me but I could not but smile at your grand plan of sailing in silently on *our friends*—there is no question what the result would be & be as you say it would—but my friend you have to *get there*— We'll do it if it can be done— I would like to make you happy— I think we shall have to batter & pound beyond any precedent in history. DP

I hope you will publish my dispatch about the Nashville.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 3d 1863.

Dear Admiral:

When Foster told me you would be perfectly satisfied with two more Iron Clads I determined that you should have them if it were within the bounds of pos-

sibility and I am now happy in informing you that the second, the Catskill, left New York last Saturday in tow of the Bienville, and she ought to be with you Thursday night if she does not stop. More than this the Keokuk left New York last eve—with orders to touch off Charleston on her way to Port Royal. If we had more you should have every one of them, that you might give us success. To do this, my dear Admiral, we have neglected the Gulf and fear every moment to hear of a disaster there, more especially since the loss of the Queen of the West has been followed by that of the Indianola, one of our new iron clads. If this latter vessel has not been sunk or seriously injured in the capture a great disaster will surely follow at Baton Rouge and perhaps New Orleans for we have no iron clads in the Gulf.

It is this unfortunate condition of things that tempts us almost to abandon Savannah and direct you to send the enumerated force immediately to the Gulf so soon as the attack upon Charleston is finished. However upon the whole it is determined to leave the matter to your judgment so far as Savannah is concerned, only I beg of you to take into consideration the fearful imminence in the Gulf and give them aid as soon as you possibly can. The force detailed for the Gulf provided all goes well at Charleston will be sufficient to clear out everything there and give us victory, but we have not a day to spare if the Indianola is uninjured. These disasters must come, they are sure to follow a long course of uninterrupted success and we will look at them at the Department with a determination that thay shall not lead us to doubt either ultimate victory or the brave officers and men who will surely win it— I have nothing more to add.

Our new Admiral Davis, is sitting by Mrs. F. smok-

ing a cigar, but my heart is with you, and my anxiety is, not regarding your attack, which will be surely crowned with success, but with our poor fellows in the Gulf without an iron clad. If you defer Savannah we will give you more iron clads bye & bye, but use your own superior judgment in the matter.

Very truly yours

G. V. Fox

Rear Admiral
S. F. DuPont
Comdg S. A. Block'd'g Squadron
Port Royal S.C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 6, 1863.

Dear Admiral:

I have the pleasure of informing you that by great exertions we got off the 'Keokuk' yesterday, and to-morrow the Nantucket will also take her departure for the South. I am thankful that this force is added to your command for the stake is too great to trifle in the attack. Townsend returned with your letters and gave us an interesting account of all matters in your Department.

Every hour of the day and far into night, and at earliest dawn I think of you and wish myself near you at the great attack, the prelude of the downfall of this infernal confederacy. Our flag staff stands surmounted by its gilded eagle waiting patiently for the downfall of Charleston to fling forth our beloved flag. May the Eternal in His Majesty and power watch over you and

give you a naval victory according to your merits and the righteousness of our cause.

You will notice the order of return is for the 'Passaic,' 'Montauk' and 'Keokuk.' The two former are not strengthened like the others and the latter can go into the Sounds of N.C. to meet the iron clads in those waters. The dispersion of all your iron clads is assuming that you will do this work now before you as you have done all else confided to you, that is, thoroughly.

I am yours very truly

Rear Admiral G. V. Fox
S. F. DuPont
Comdg. S A B Squadron Port Royal S.C.

[S. F. DUPONT TO G. V. FOX]

Confidential

Memd. for Mr Fox.

March 7, Wabash,—63

The conclusion to be drawn from the very valuable practice at Fort McAllister is that none of the XV in. guns can be used for more than a days fight without repairs—the attack on Charleston may take a week before any final result is reached.

Four Monitors have attacked Fort McAllister of these two got aground, two had their concussion boxes injured, one had her XV in gun carriage injured, one was injured by a torpedo, and one by a bomb shell—without taking a 7 gun Fort. Part only of those vessels which go into the fight at Charleston will be efficient at the end of it—and part therefore of the attacking force must take the city.

Then Dahlgren gives the life of his gun at 300. that will never answer I think; we had better have 11 in. Too fatigued to write tonight by Mr Stimers, he will tell you much.

Yrs most truly

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
11th—March 1863

Dear Admiral

I have your confidential letter of the 2d inst. I am surprised that you should imagine we would keep back any iron clads or direct them to other attacks pending your great affair. Lee offered to attack Wilmington with the first two whilst the others were preparing for you, and we gave him the Passaic and the old Monitor which unfortunately sunk breaking up the whole affair. The Passaic was immediately sent to you and all others as fast as ready, with the single exception of the Sangamon, necessary to guard the James River against the Richmond No 2. The Captains as they join you will tell you the pressure that has been put upon them to get their vessels to you and we have dropped all other work to expedite them.

The status is this, on the rebel side one Iron Clad finished in James river (Richmond No 2) & two others nearly ready: defence—Sangamon alone. Sounds of North Carolina one Iron Clad,—defence none. Lying at Fort Caswell Cape Fear river, all ready one Iron-clad;—defence, none. Apalachicola river one under

Catesby Jones; defence none. Mobile, five under Buchanan; defence, none. The Admirals in command of the Squadrons have placed these facts on record against us and called for Iron Clads to defend themselves but we have not given them any. Secretary Chase begged the Secretary to send some of the Iron Clads to New Orleans or we should lose the place and the army of Banks; we declined.

The Nantucket sailed day before yesterday and the Keokuk lies under Sandy Hook waiting for something. There are but two left North, the Roanoke in six weeks and the Lehigh in three. If they were ready you should have them. Thus you will see that threatened at all points and at all points continual disaster, all of which is laid solely at the door of the Secretary—yet he has given you every vessel except the Sangamon, which against three Iron Clads of the enemy, guards Hampton Roads, the waters of the Chesapeake & Washington itself. Wilkes also writes that we have not given him vessels enough, therefore he cannot catch the privateers. He is making up a record against us, Committees are here denouncing the Secretary for not ridding the seas of these pests and propose to drive out the Secretary for the disasters of this last winter.

The French Minister told the Chairman of Foreign Relations in the Senate that he was officially advised by his Consul at Charleston that 30 steamers had entered that port since January 1st and that trade was greater between Charleston and foreign ports than it had ever been before since the City was in existence.

So you see, my dear Admiral, that we are just now carrying a heavy load, and yet we shall win. You will cover yourself, your country and the Navy with glory, for you will surely be successful. If you can go to Charleston you will go there with the Army as specta-

tors as we arranged it at Port Royal and if you cannot you will grind Sumpter and Moultrie to powder. Earnestly praying for your success

I am faithfully yours,

G. V. Fox

Rear Admiral
S. F. DuPont
&c &c &c Port Royal
S.C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 18, 1863.

Dear Admiral:

Stimers leaves New York to-day with all you required and in addition contrivances which Ericsson thinks will pick up the torpedoes. I have telegraphed him not to go until he has everything you asked for. The "Nantucket" was spoken off Charleston the 15th all right and the "Keokuk" after putting back eight times finally departs from Hampton Roads to-day. Farragut has had a set back at Port Hudson and lost the noble old "Mississippi." It finally devolves upon you by great good fortune to avert the series of disasters that have fallen upon the Navy. That you will do it most gloriously I have no misgivings whatever.

The order about the distribution of Iron Clads after the attack of course can only be given as we wish were they all to escape. You must act according to their condition after the fight knowing as you now do all the great exigencies which exist at the points I have mentioned. The "Lehigh" the last of the first batch of

Monitors will not be finished ready for sea until about April 20th.

Wishing you, my dear friend, the greatest success for the sake of our beloved country I remain

Sincerely your friend

Rear Admiral G. V. Fox.
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

'Wabash' Port Royal S C
19. March. 63.

My Dear Sir

I cannot *make* the time I once had to write you unofficially—but I thought you would like to hear a few words.

We are hard at work on the iron clads—they require so much & the injury of the Montauk is very great, I crawled on 'all fours' to see for myself—we are afraid to beach one of these vessels & yet it seems a difficult job without so doing.

The Patapsco's pumps are not yet in order— I had dispatched the Weehawken to Edisto this Morg. to establish our base of operations, but an Equinox[1] gale sent her back.

I may send her to Savannah River in lieu—a boat & crew from the Georgia deserted three days since, taking the Midship. prisoner, this information is of interest & I have sent for them.

I am anxiously looking for the Keokuk—her less draft than the others, is very important— I think these Monitors are wonderful conceptions—but oh! the

errors of details, which would have been corrected if these men of genius could be induced to pay attention to the people who are to use their tests & inventions.

Much to my regret I was forced to take the Unadilla out of Stono to send her to the Rattlesnake off Charleston, so fierce is the blockade running now, when she got aground on Stono bar & had to be towed in a lame duck. If Geo Saunders cruising iron vessels come over we shall be swept from one end of the Coast to the other.

The most important thing in view of yr proposed work for the iron clads I have not mentioned but intend to write officially on the subject. I mean the life given to that 15 in gun by Dahlgren—there is not an iron clad Captain who does not believe it will be exceeded at Charleston alone. The Memd^{m} I sent you was drawn up by John Rodgers from the different reports. Please let the Mass^{tts} run to Philad—we shall never see her again from New York.

In haste yrs truly

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 26, 1863.

My Dear Admiral:

I think the Keokuk must have gladdened your eyes yesterday. I trust the Ericsson arrived safely with her raft, though off the Chesapeake she must have met the heaviest gale of the season. The Iron Clad Captains must make full reports of their vessels and find all reasonable fault and offer suggestions. It is the only

way we can learn any thing to guide us in the future. Ericsson combats such reports as you saw in Downe's case, but nevertheless he instantly is to work to remedy the difficulty; you give us the light of experience and we will work through all difficulties.

The Confederate iron clads in England I think will be taken care of. They certainly will if Charleston and Savannah fall. Notwithstanding our inactivity and naval reverses the public has undergone a great and favorable change,—a fixed determination is now universal to sacrifice all for the maintenance of the Union and the extermination of the rebellion. Gold has fallen to 141 and the tax revenue exceeds the most sanguine expectations. Farragut has made one of his glorious dashes and got pretty severely handled and is alone in the Hartford above Port Hudson. He went up after the Indianola not knowing that Porter had blown her up with an imitation Monitor.

Farragut had just written me that he was willing to do the rest of his fighting with wooden vessels. Gen[l] Halleck told the President that you had serious doubts as to the capture of Charleston. In our Department where we know best your character and the skill and judgment you bring to bear on the great undertaking, there does not exist a doubt of your complete success. We have sent you down the semi-submarine boat "Alligator" that may be useful in making reconnaissances.

Sincerely your friend,

Rear Admiral G. V. Fox.
S. F. DuPont
&c &c &c Port Royal S. C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
April 2d 1863.

Dear Admiral.

Matters are at a stand still on the Mississippi river and the President was with difficulty restrained from sending off Hunter and all the Iron Clads directly to New Orleans; the opening of the Mississippi being considered the principal object to be attained. It is however arranged as you will see by to-days order, that you are to send all the Iron Clads, that survive the attack upon Charleston immediately to New Orleans reserving for your squadron only two. We must abandon all other operations on the coast where iron clads are necessary to a future time. We cannot clean the Mississippi river without the Iron Clads and as all the supplies come down the Red River that stretch of the river must be in our possession. This plan has been agreed upon after mature consideration and seems to be imperative. With my sincere prayers in your behalf, my dear Admiral, I remain

Sincerely yours

G. V. Fox

Rear Admiral
S. F. DuPont
Comd'g S. A. B. Squadron
Port Royal S. C.

LETTERS OF L. M. GOLDSBOROUGH TO G. V. FOX ORGANIZING EXPEDITION AGAINST ROANOKE ISLAND AND IN THE SOUNDS NOVEMBER 8 TO DECEMBER 29 1861

REAR ADMIRAL LOUIS M. GOLDSBOROUGH, U.S.N.

Born, Washington, D. C., February 15, 1805[1]
Died, Washington, D. C., February 20, 1877

June	18, 1812	Midshipman.
January	13, 1825	Lieutenant.
	1827–9	*Porpoise,* Mediterranean Squadron.
	1840	United States Pacific Squadron.
September	8, 1841	Commander.
	1847	*Ohio,* at Vera Cruz.
	1852–3	*Levant,* Mediterranean Squadron.
September	14, 1855	Captain.
	1854–7	Superintendent Naval Academy, Annapolis.
	1859–60	*Congress,* Brazil Squadron.
	1862	Command of expedition for operations in waters of North Carolina.
July	16, 1862	Rear Admiral.
	1865–8	Command European Squadron.
	1868–77	Special duty, Washington, D. C.

[1] See letter, December 15, 1861.—Eds.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private and Confidential

"Minnesota," Nov 8/61

My Dear Sir:

In reply to a letter from Genl Huger, under date of yesterday, begging to know if his letter to me of the 19th ultmº had been duly received, and if so, whether I had instructions to carry out my proposition, or not. I have just addressed him a communication of which the accompanying is a copy.

It is quite evident to my mind that he is anxious to get Sharpe, and very willing to give up Worden in exchange; and we ought, I think, to avail promptly of the feeling.

You will perceive the attitude in which I have placed myself, and I can hardly suppose that it will be disapproved, for it does not commit the government in the slightest degree, or in fact sensibly partake of a public transaction.

What I now ask is simply this: that the officer of the Army at New York, in whose custody the prisoners are, be instructed to deliver to me, on board this ship, any one of them that I may name to him, and that a copy of his instructions to this effect be sent to me as soon as they are issued. If, as I understand, some of the prisoners have been sent from New York to Boston, it would be well to give to the custodian there similar directions; and it would be convenient to me to be furnished with a

list of the names of those who claim to be officers in the Confederate Navy now at either place.

I feel quite sanguine that Huger will accede to the proposal in view, altho' it is, as it were, only of a private character between him and myself.

Do let me hear from you without delay.

Most truly & Faithfully Yrs

Honble G. V. Fox — L. M. GOLDSBOROUGH

Washington City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Nov 9th 1861

My Dear Fox:

I greatly fear from what I gather, as coming from the other side, that *several* cases of *serious* disaster have happened to the vessels of DuPont's expedition. They amount, perhaps, to at least six, & were all occasioned by the terrible gale of last Friday & Saturday. A prisoner taken yesterday, & brought in to Fort Monroe, says, I understand, that such was the information received by the insurgents over the wires.

That we have thrashed them at Port Royal, & are at this moment in possession of the place, I have little or no doubt; for, were it otherwise, we should have heard guns of joy at Norfolk.

It is idle, depend upon it, to send ferry-boats to sea. They cannot stand the racket.

On board the Comm Perry, as her commander informs me, the scene during the blow was terrible, & not a soul ever expected to get out of her alive. The crew begged & implored him, some of them on their knees to beach his vessel, & give them only this slim

chance of saving themselves, declaring that they would rather suffer imprisonment for five years than remain longer as they were.

There were several other vessels of the expedition that appeared to me & others to be utterly unfit for sea. God grant that they may all be spared!

I wrote to the Dept. this morning about the Commd. Perry, & asked whether I shd send her to Baltimore for repairs. It is my present impression that not one of the ferry-boats will ever reach their destination, especially at this season of the year.

Ever Yrs

Hoble G. V. Fox. L. M. G.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Nov 9/61

My Dear Sir:

Glorious news you send me about the Gun-Boats! I know that Lenthall's part will be all *done up brown,* but for Heaven's sake, do let proper directions be given and carried out about the military part. I do not believe the story about the blockading lights off Charleston, &c, but will institute inquiry forthwith, and, if necessary, give instructions about them.

Did answer about the Acting Master who commanded cutting out expedition at Chincoteague pr mail of yesterday—the moment the information was received. I also forwarded to Dept a statement of the death of Actg Master Jno White, the individual who was appointed at my solicitation when last in Washington. I had sent him in charge of one of our prize schooners with 50 tons of coal for the Louisiana—

Murray's vessel. The vessel was lost by, I fear, stupidity, in returning, on Hog Island. She was then in charge of the Actg Master who was wounded in Murray's cutting out fight, Hooker by name. The vessel herself was of little or no consequence.

I have not yet recv^{d} the report from Prentiss about Actg Lt. Neville. It shall be forwarded as soon as recv^{d}.

The Comm^{o} Barney has gone to Baltimore. These Ferryboats cannot possibly stand the sea. Another one, the Comm^{o} Perry, came in last night, knocked into a cocked-hat.

I had ordered the "Valley City" here, because I want her to take the place of the "Daylight"—now completely done up in her Engine Dept. If the Dept ordered her to the Rappahannock, Glisson should have informed it of the orders I had given him. All *contretemps* should be avoided.

I do not exactly know how many of the schooners are left, but I think not more than 4 are now at Hatteras Inlet, and they are to be used at Ocracoke if possible. Nothing but a succession of bad weather has prevented that place from being choked up by them long ago. I have written and rewritten about it.

Hatteras ought to be held at all hazards. A good steamer, with good guns, can command the Light-House in *all weathers.* She can *always* be within one mile of it, or less, provided she does not draw over say 12 or 14 feet water. She can always secure a lee under the shoals by shifting from side to side. This information I have from a first rate Pilot. With the Light-house thus *constantly* commanded, and a company or two of men at it with a battery of a few pieces, the light itself can be kept lit without difficulty. Nothing but a first rate vessel of her class will answer. The best pos-

sible suggestion I can give is to drive ahead with the iron-cased gun-boats, and we will soon drive the insurgents with them to the moon if necessary, and thus end the war. *The Navy must end the war! The Army cannot do it!!* For God's sake, let all the military appointments of the Gunboats be most carefully matured and thoroughly carried out. We are too apt to do things by halves.

The vessels that come here from our Northern dockyards are, generally, in a sad condition, and not at all properly prepared for service. I have an immense deal of trouble with them—very much more than I can describe. I shall have to make the "Brandywine" a dockyard, and keep on board of her a large lot of carpenters, sailmakers, tinkers, &c. &c. &c. Small anchors, and chains to correspond, are even now greatly in request, and before the winter is over they will be still more so. I have written to Lenthall for a lot.

Most faithfully & Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship "Minnesota"
Hampton Roads, Nov. 17th, 1861

My Dear Sir:

The "Dawn" ought to go to New York for a new boiler at the earliest moment she can be spared. At present, I have her in the Rappahannock, where I propose to keep her until I can find a relief. She is, no doubt, in a sad way, and so too is the "Daylight," "Louisiana," "Cambridge," and "Lockwood."

The "Baltimore" is not here, nor has she been since I despatched her to the lower Potomac with provisions,

water, &c, for our vessels there, which is now, I think, a fortnight or more. I know nothing in the world, therefore, about the permission given to her pilot and Engineer to visit Washington.

I will give the Ferry-boats repairing at Baltimore orders to remain there until ordered to do otherwise by the Department.

Respectfully Your Obt Servt.
L. M. GOLDSBOROUGH
Flag Officer

Honorable
G. V. Fox
Asst Sect'y of the Navy
Washington D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship Minnesota
Hampton Roads, Decem. 4/, 61

My Dear Sir:

I'll give the blow of which you speak, and of this you may be assured. The sooner we get to work about it the better.

Haines of the "Rescue" is very anxious for an appointment as Master, and I sincerely hope he may be gratified. He is a host to us, and knows most thoroughly and completely every hole and corner in the sounds. He has already given me intensely interesting information. Put your eye on the colored map on your table which we were looking over together and you will see that between Currituck sound and North river there is a canal called "Beaches." This is a part and parcel of the best water communication with Norfolk —the *only* way, in fact, that a vessel drawing over 5 or 5½ feet can get along, as Currituck sound itself can-

not be navigated with more than a draft of *3 feet,* owing to an intricate and large shallow about mid-way. In a word, "Beaches" is an *indispensable* link of the Albe[e] & Ches Canal. It is only a cut made through the earth, piled all the way on both sides with logs, and has no lock; and it is, as you will perceive, but, comparatively, a short distance from Roanoke Island—some 20 or 30 miles. Nothing is easier than to close it up effectually at its Southern or North-river end. A few shot fired slantingly against the piles will do the work. Even with the piles intact, the earth is constantly falling in, so as to require the frequent services of two mud-machines.

Piney Point, Neuse River, which is on the upper side of Adams' Creek, has been fortified, and vessels have been sunk across the river at this point. The same has been done at Pamplico River to protect Washington, N.C. We therefore shall, probably, require a galvanic blowing-up concern, and a competent man to manage it. It would be well to be so provided under any circumstances, and, therefore, will you allow me to ask if you do happen to know where such a concern and individual can be conveniently obtained? I dare say you are half bothered to death by people with all sorts of contrivances for blowing even the Old Boy himself sky-high! *Twelve* feet of water can be carried all the way up to Newbern, and even more all the way up to Washington. Phelps swears that he can find 8 feet of water over the bulkhead at Hatteras Inlet, and, at times, even as much as 9; but the channel-way is not broad enough to admit the passage of more than one vessel at a time. Here then, in getting over, the enemy ought to fight me, and it is more than likely he will do so; but if I can only have some of my vessels of light enough draft to get over at *Ocracoke,* which bulkhead,

as far as I can ascertain, has at least a foot or more less water over it than Hatteras Inlet, I can manage to come up upon him from that quarter so as materially to divert his attention; and in getting the vessels of larger draft over the bulkhead at this latter place, the barges with their guns will be of great service. My present ideas are: 1st, get my force into the sound, and concentrated, at all hazards. 2d. Take Roanoke Island, and all about and round it. 3d. Destroy the North-river end of the "Beaches" cut. 4th. Take Newbern. 5th, cut off all communication between Goldsboro' and that place, and also, perhaps, between Newbern and Beaufort. 6th. Then to be governed by circumstances, and to get possession of both Beaufort and Fort Macon, either by starvation or otherwise, if possible.

I do not know anything about the light draft Baltimore or Chesapeake steamers of which you speak; but, perhaps, some of them might answer our purposes. I hope so. I'll make inquiry upon the subject.

I shall want half a dozen good ship-carpenters, with their tools, to go along with us, for I must expect some of the vessels to get disabled.

I have sent Loring to New York about the condensers for fresh water.

I hope that the guns &c which Harwood is to send me will soon be forthcoming.

As soon as Burnside sends me a transport or two, (or several of them according to their capacity) agreeably to promise, I shall ship the provisions necessary for our purpose, the boats you are to send me from Washington, the guns of the small steamers so as to let them go round as light as may be for their safety, &c, &c, &c, to Hatteras Inlet.

Coal I will order from Philadelphia, to be sent direct to Hatteras Inlet, in ample season.

Neither the "Mystic" nor "Chippewa" has as yet made her appearance. The former I intend to take the place of the "Valley City" off the Rappahannock, which vessel draws not over 7 ft of water, and is well commanded besides. As for the "Quaker City," I fear it will be spring before she gets here.

I sh[d] like very much to have the "Louisiana" with me, but I fear her condition is an insuperable difficulty. Still, I shall try Murray on the subject. The "Fernandina" arrived from New York yesterday, and tomorrow she is to start for Wilmington. Her skipper, Brown, I fear is not a very willing coach—full of trifling excuses. He may, however, prove better than I now think he will. I hope so.

I trust that Phelps will be able to procure a steamer of the right sort, for, if possible, I must have him along with me. Professor Bache writes me that Patterson is looking out for one to take the place of the "Corwin," but there must be difficulty, I know, in scaring one up.

I am really anxious to be up and doing—off on our expedition—and, depend upon it, not a moment shall be lost so far as I am concerned.

I hear, from a source entitled to considerable credit, that the enemy have a battery on the extreme N.W. end of Roanoke Island, and another of 16 guns about midway on its west side. These, with, perhaps, a battery where the light formerly stood, are about all, I infer, that they can well have thereabouts. If they all really exist, a joint attack of Burnside on their rear, and us on their front, may be necessary. Have the island we must, *coûte que coûte.* We ought, however, to be as thoroughly prepared as any emergency may demand, and so as to make a *certain thing of it.* I have also heard that there is a battery, of some 4 guns, about midway on the Eastern side of the Island, but this report

does not come to me in any really reliable form. *I know,* from various reliable quarters, that the rebels do attach much importance to the possession of the Island; and well they may, for it, in fact, commands the approach, by water, to, Norfolk, from the Eastward.

I have had to write you in haste, but I hope nevertheless that you will understand me.

Ever Yrs most Truly & Faithfully

Honble G. V. Fox, L. M. GOLDSBOROUGH

Washington City.

[L. M. GOLDSBOROUGH TO G. V. FOX]

"Minnesota," Decm 8th/61

My Dear Sir:

I send you, herewith, a slip, cut from the Richmond Despatch of day before yesterday, containing Tucker's own official account of the little affair the other morning between his vessel and our craft.

Smith, of the "Congress," writes me, alluding to Tucker: "It took him two weeks to make up his mind to come down to 'surprise and attack' our steamers, and when he did come, the first shell that struck his vessel took all the starch out of him. He forgot to tell his Secretary that the flood tide was drifting all the steamers up the river, and that when he retired from the contest they were two miles farther up than when it began. If they did not get near enough to him, he should have held on till they did."

He, Smith, also wrote me that he had a Boston paper which he wished to send me, but which had got mislaid, containing a paragraph from the Richmond Despatch stating that in the attack made by the "Hetzel"

and "Lockwood" on the rebel camp above Newport News, some nights ago, the rebel loss was *fifteen* killed, wounded, and missing, and this too altho' the place was hunted up in the night, and fired on, at a general distance of a mile and a half.

Captn Sylva, who was the guide on the occasion, informed Smith to-day that the rebels had broken up their camp, where they were preparing for winter quarters, and had moved off.

Sylva, you may know, is of the army, and stationed at Newport News.

Commander Smith it is who writes me these things, not first Lt. Smith.

Yrs Ever Faithfully

Honble G. V. Fox L. M. GOLDSBOROUGH

[Clipping from the *Richmond Despatch* enclosed in letter]

THE NAVAL ENGAGEMENT NEAR NEWPORT NEWS—OFFICIAL REPORT OF COMMANDER TUCKER

The *Enquirer,* of yesterday morning publishes the following official report of Commander Tucker of the Naval engagement which took place last Monday morning between the Confederate steamer "Patrick Henry" and the enemy's fleet off Newport News:

C.S.Steamer "Patrick Henry,"
Off Mulberry Island
James River, Va., Dec. 2d 1861

Sir:—Since the 18th of November, the enemy have accumulated at Newport News several small gun-boats and armed tugs; learning that they were in the habit of

sending several of these gun-boats up the river at night, and withdrawing them in the morning, induced me to take the first favorable opportunity to surprise and attack them.

This morning being dark and suitable for the enterprise, I left our anchorage, off Mulberry Island, at 4 o'clock, A.M., and proceeded cautiously down the river—all lights carefully concealed.

I regret, however, to say, that I was disappointed in not finding the steamers as high up the river as I expected.

At early daylight we discovered four steamers, anchored in line, this side of the frigates, but in supporting distance of them, and the battery at Newport News.

We rounded to at a supposed distance of a mile, and commenced the attack with our port battery and pivot guns, which was returned by the steamers and the battery on shore, from rifled and other guns. Many of the rifled shells came near and over us, and one struck us, going through the pilot house, and exploding in the starboard hammock nettings, producing slight injury, and wounding one of the pilots and a seaman, very slightly, by the splinters.

The engagement lasted two hours, when we returned to our anchorage, the enemy evincing no disposition to advance, either during the engagement or afterwards. We expended 28 shells and 13 solid shot, some of which must have struck, but with what injury to the enemy we are unable to say.

. . . . . .

Very respectfully, Your ob't serv't

JOHN R. TUCKER, Com. C.S.N.

Hon. S. R. Mallory, Sec'y Navy, Richmond.

Lincoln Vessels Entering Pagan Creek—"Heavy Firing."

A correspondent of the Petersburg *Express,* from Suffolk, December 2d, says:

Information reached here on Saturday that two or three Lincoln vessels had entered the mouth of Pagan Creek, on which Smithfield is situated. This morning, about 4 o'clock, heavy firing commenced in that direction and continued for nearly four hours, firing every half minute and minute. Nothing has been heard as to what the firing means. Some are confident that it was an engagement between the blockading vessels and some of our batteries; others suppose that the firing was on the other side of the James, and was an engagement between the forces of Magruder and the enemy. A gentleman just arrived in town supposes that it was at Pig Point, but in this opinion I do not agree. During the day we may hear more about it, but it will be too late, perhaps, for the mail.

(Doubtless the firing alluded to above was that from Newport News between the Confederate steamer Patrick Henry and Lincoln's fleet stationed off that Point, as it was about the time mentioned in the paragraph above that the fight commenced there.—Eds. Des.)

Gen. Bragg's Congratulatory Order

The Barrancas correspondent of the Mobile (Ala.) *Evening News* furnishes that paper with the following general order, complimentary to the troops on their

signal victory over the enemy at Fort Pickens, after a two days' bombardment. It puts to blush the boastful threats of Col. Brown that he could annihilate the works and defences of Pensacola in a few hours. Its style and language are in the vein which characterizes all the papers of Gen. Bragg, and it met with the warmest reception by the different corps of his command:

Headquarters Army of Pensacola,
Near Pensacola, Fla., 25th Nov. 1861.

General Order, No. 130.

The signal success which has crowned our forty hours' conflict with the arrogant and confident enemy—whose Government, it seems, is hourly looking for an announcement of his success in capturing our position—should fill our hearts with gratitude to a merciful Providence. This terrific bombardment of more than a hundred guns of the heaviest calibre—causing the very earth to tremble around us—has, from the wild firing of the enemy, resulted in the loss of only seven lives, with eight wounded; but two of them seriously—five of the deaths from an accident, and but two from the enemy's shot.

We have crippled their ships and driven them off, and forced the garrison of Fort Pickens, in its impotent rage, to slake its revenge by firing on our hospital, and burning the habitations of our innocent women and children, who have been driven therefrom by an unannounced storm of shot and shell.

For the coolness, devotion, and conspicuous gallantry of the troops, the General tenders his cordial thanks; but for the precision of their firing, in this their first practice, which would have done credit to veterans, he is unable to express his admiration. Their country and

their enemy will both remember the 22d and 23d of November.

By command of Maj.-Gen. Bragg.

GEO. G. GARNER,
Assistant Adjutant General.

THE ASSAULT ON THE NAVY YARD NEAR PENSACOLA

The Pensacola *Observer,* of the 30th ult., says:

For some cause, not yet explained, the fight commenced by Fort Pickens last week, suddenly ceased on Sunday morning, and up to the present time has not been renewed. It is supposed by some, says the Montgomery *Advertiser,* that at the time Col. Brown opened fire on the defences of the Confederate forces he expected he would be supported in a very short time by a very large portion of Lincoln's armada, but that as only a small number of the fleet arrived, and those being unable to make any impression on our batteries, he deemed it advisable to relinquish the attempt for the present. Others again think of the attack only as a feint, for the purpose of learning the strength, position, and number of the guns mounted by Gen. Bragg.

If this was his object he most signally failed, as Gen. Bragg, while he had only the fort, and one or two vessels to reply to, did not deem it necessary to open his most effective batteries. Should Col. Brown, on the arrival of the entire fleet, feel disposed to aid the vessels in forcing an entrance into Pensacola Bay, he will be likely to be greeted with storms of iron hail from powerful batteries, the existence of which he does not now even dream.

It was one thing for a powerful fleet to pass the two little forts at Port Royal, but it is quite another thing to run the blockade, which General Bragg has established at the entrance to Pensacola Bay, as the enemy will find to their cost should they make the experiment. The utmost confidence is expressed by the Confederate officers, and by all others who have had an opportunity of examining the defences, of the ability of our troops to resist any attack.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Decm 12/61

My Dear Sir:

Will you be good enough to let me know what vessels are yet to come to me to form part of our contemplated expedition?

Nothing of the "Mystic" as yet. I want her badly to take the place of the "Valley City" off the Rappahannock, for this vessel's armament I want to modify if possible, and have made arrangements accordingly. Is the "Delaware" coming to me? I hope so.

Am I to have the ferry-boats now at Baltimore, and, if I am, when will either or both be ready? I sh^{d} be very glad to have their services, especially as I can arrange them readily for 9-in guns, which, of all others, I prefer to any thing of a less calibre. A few heavy rifles are all well enough, but, after all said and done, smooth-bores, as a very general thing, must be one's main reliance, and the bigger the better.

We have, I know, some smart work before us, and we must go at it as well prepared as we can be, and with no idea whatever of a failure.

In all, I believe there are some 25 Guns mounted on Roanoke Island, and some of them, at least, I am quite confident, are very imposing. Some 16 of these guns constitute one battery on the western side.

Are there now on board the Receiv^{g} vessels some spare men? When the crew of the Congress comes to be discharged (and I have promised it to them as soon as their a/cts arrive) about, I should think, 250 or 300 will be required for her. Bear this in mind if you please. I'll let you know, in time, when they ought to be sent here, and the number that will be required.

If the enemy should get wind of our intentions he may give us trouble enough to render a demonstration upon Norfolk itself desirable, in order to create a diversion, and thus prevent him from reinforcing Roanoke Island with thousands of men via the canal. We have got to move with great circumspection, so as to let nothing get wind, and so as to be able to dash right up for the Inlet. All my arrangements will be made accordingly. I dread Reporters more than I do the Devil himself! One of them came about me this morning, but he soon left me with a flea in his ear.

How about the cased vessels? I trust every thing is going on bravely. Tell Lenthall to keep a stiff upper-lip, and that his modesty is only excelled by his good sense and ability.

Just at this very moment my orderly reports to me that the "Delaware" has made her number.

If it be her *"sure enough"* I shall tell you officially by the next mail.

What, in the name of all patience, can keep the "Quaker City"! I want her to go off Wilmington, and also watch the three Inlets to the South^{d} of that place. She is just the vessel for the purpose.

I have dates from off Beaufort to the 7th inst. All well and safe.

Ever Yrs most Faithfully & Truly

Honble G. V. Fox
Asst Sec of Navy
Washg City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota—Decm 15/61

My Dear Sir:

Who, in the name of patience, is to command this ship if Van Brunt is taken away from her? And who, in my absence, is to fight the Merrimac, in case of her appearance? Is Wilkes too big a bug to remain where he is? I do most sincerely hope that you will not take Van Brunt from me, or, at any rate, not for some time to come.

Why not give Lockwood the "San Jacinto," if Wilkes must necessarily leave her? He is a much better fellow than is supposed by many, and, while under my command, did all his work entirely to my satisfaction. Let me tell you that you may go further and fare worse.

I suppose that in the midst of my operations I shall find myself thrown upon the shelf, and reduced to beggary, judging from what I perceive by the papers. With the exception of Foote, and, perhaps, Craven, there is not a Captain in the Navy as young in years as myself. Wilkes, who, by the 45 years rule, will be left at the head of the Active list, is at least 10 years older. We served together when young, and when I was a mere boy he was a grown up man. My date of warrant signifies nothing more than that, at the time it was given

to me, it was antedated to gratify a foolish notion of old Paul Hamilton, then Secty of the Navy, with whom, as a child, I was a favorite, and he was greatly attached to my Father, then Chf Clk of the Navy Dept. He wanted it to bear the date of our declaration of war with Great Britain and as I was born on the 18th day of February 1805, you may judge precisely how old I was at the time that declaration took place. I was not employed on any service whatever until 1816, nor did I ever receive a farthing of pay, in any form or shape whatever, before that time. I know, from association, the ages of pretty much every Captain in the Navy, within a year or two; and, what I tell you with regard to my own as compared with theirs, is certainly correct. My wife, in Washington, has possession of my Father's family Bible, giving the exact ages of all his children, and this, for all I care, the whole Senate may see. The rule the Senate has adopted is certainly a slashing one, and carries with it not only no discrimination, but sheer cruelty. I shall not say one word to oppose it, however, until after I am kicked adrift and consigned to poverty, nor shall I allow the probable fate that awaits me to interfere a solitary iota with my duty to my country, and the sacred cause in which it is now engaged. Go a-head I will, and then, if I can only achieve what I now confidently expect in the way of success, I shall feel that I can well afford in the face of mankind to lift up my coat-tails and let Congress indulge in its kick. I shall then be able at least to beg my bread, and not feel ashamed to do so.

With the present retired pay of a Captain, how can one with a family, and the habits of a long life he has acquired, get along? Between him of 45 years standing, and a Lieutenant comparatively of yesterday, there is made, I understand, but $300 a year difference. Be-

sides, no distinction is made between those who have served their country efficiently and without reproach, and such as have always been regarded as inefficient and worthless.

The Senate ought to have adopted the French rule for retiring, for that covers all difficulties, and is reasonable and just. When I say the French rule, I mean rather the French principle, with such modifications of the rule itself as expediency might suggest. Were I in Washington, I should endeavor to explain the subject so as to satisfy all of its propriety. It is, I know full well, not at all understood there. A mere smattering of it only has got wind in that atmosphere. It is quite a long story to be told in all its details, but it is, nevertheless, very interesting to those concerned in the organization of a Navy, or, at any rate, ought to be so. It displays great wisdom; guards as paramount to every other consideration the real efficiency of a Navy, and thus the public good; discriminates properly, by its connection with the system of promotion, between the meritorious and the undeserving; and, withal, renders justice to all. But, I take it, it is now too late to say anything, and that we must go by the board by *ad captandum* legislation, and to our graves with a big load of disgust in our bosoms. Well! so be it.

One of the two vessels you speak of as having purchased in New York—the Henry Brincker—arrived here yesterday. She needs many things to be done to her, but all these we ourselves will fix. What is the name of the other one, and when will she probably get here?

Yrs most truly

Honble G. V. Fox. L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Decm 16th/61

My Dear Sir:

You may remember, perhaps, that, about some two months ago, a lot of requisitions were forwarded by me to the Department, with the request that the Bureaux might be directed to have them answered as early as practicable. They were, I know, distributed by the Department among the Bureaux, and the necessary directions were given in the premises; but, alas, those terribly slow coaches in New York have failed, in most instances, to comply with them. All the articles asked for were for *general service,* and to supply constant demands made here by the different vessels of the service. Among them were a number of light anchors and chains, for which there is, at this moment, a pressing demand. If the authorities in New York, or wherever else the orders went, have made up their minds to pay no more attention to instructions than they themselves choose; and, even in a time of war, to take things as leisurely as they please; I should be glad if they would publish the fact, so that I might at once cease to expect any thing from that quarter until the time for it to do good has entirely passed away, and thus resort to Baltimore, on all occasions, on my own hook, whence I can procure articles both for general and particular service in one twentieth part the time. Sad delays, it seems to me, occur at New York; and, from what I gather, the Navy Agent there is not at all prompt in doing his work *up brown.* Lenthall shd be called upon to give him a jog, altho' he may be cased over with a political armor, and

carry in his front a 9-in rifled gun. Put Lenthall at him about the anchors, chains, and the other et ceteras ordered by his bureau. Indeed, Lenthall, I think, had to order everything on the requisitions in view except ordnance matters, and these, I am proud to say, have been *Wisely* attended to.

In immense haste, Yours forever & sincerely
L. M. GOLDSBOROUGH

Honble G. V. Fox
Washington City, D.C.

[Pencil endorsement on back:]

Immediately on the receipt of Cap Goldsborough requisitions and letters, the Comdt of the New York Yard was requested to send if he had them, or purchase if not on hand, the anchs &c that were required. The orders to the Yard were Oct 14" and Nov 9". The Comdt of the New York Yard was requested to keep Flag Offr Goldsborough informed of when he might expect the articles to be received. All his requisitions have been immediately sent to New York and he was told to send them direct if he thought proper to do so.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship Minnesota
Hampton Roads, Decm 26th, 1861.

My Dear Sir:

I have *perfectly reliable* information derived from a man by the name of Jesse Ettridge, formerly Light-House Keeper on Boddies Island, and now, in truth, a thorough Union man in sentiment, altho' compelled to profess himself a regular Secessionist, who actually visited Roanoke Island nine days ago, and saw with his

own eyes what he communicates, concerning the doings of the enemy thereabouts. He went, day before yesterday, to Col. Hawkins, at Hatteras Inlet, and told him as follows:—

The enemy is fully aware of our contemplated attack, and he still is, and has been for the last three weeks, as busy as a beaver in strengthening the defences of the Island, and Croatan Sound. He has arranged his three forts on the Western side of the Island differently from what they were, and has made them a great deal more efficient in every respect. Besides, he has erected two other forts opposite on the main land, and a defence of several acres in area about the middle of Roanoke Island to retreat to in case of necessity. I have a drawing of all his present positions of defence, and a description of their character in general terms, made from the information afforded by Ettridge, and it shows, I fear, that Croatan Sound is now too formidably guarded to be forced by the slightly constructed vessels to compose our force. The only alternative therefore, as at present advised, will be to take the Island in reverse, by landing a strong body of men on its eastern side well covered by all the vessels whose draft of water will admit of a suitable approach. The expedition fitting out at Norfolk, and about which Genl Wool wrote to Genl McClellan, is, I have no doubt, not to attack Hatteras Inlet, but to take part in defending Roanoke, &c.

Now, my good sir, who is the infernal scoundrel that has blown our plans and intentions to the enemy? It must, I think, be some one in Washington; or else something must have been conveyed from Fortress Monroe by persons going to Norfolk via the flags of truce. These flags of truce have certainly become great nuisances, and are admitted on all hands to be very detri-

mental to our interests. They ought to be strictly regulated by a commission of officers and not left as they are, for now it is next to impossible to keep any thing to ourselves. It is more than probable that the enemy may have persons engaged to give information actually employed at Fort Monroe in some capacity by our government.

I am compelled to write you in haste.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Asst Secty of the Navy
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Decm 26/61

My Dear Sir:

I send you, herewith, a late Richmond paper. It contains appropriations for Naval purposes, &c.

By some late articles in Secession papers I perceive that the cry is unless they can get the assistance of England the game is essentially up with them. They hope and pray that England may go to war with us about the Trent affair. God forbid it, I say for one. We have load enough upon our shoulders for the present, nor are we at all in a condition to undertake that immensely powerful nation besides.

Yrs ever most Truly

Honble G. V. Fox
Washg City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Decm 26/61

My Dear Sir:

The "Hunchback," "Zouave," and "Dragon," have just reached here. The "Southfield," for some reason unexplained to me, was left behind. From what I gather, it strikes me that your orders, limiting the draft of water, have not been complied with; as, agreeably to Captn Woodhull's statement to me, each now draws about 7½ feet of water, and this without armament, provisions, stores, crew, &c, &c, on board, and without too, I suppose, much coal. Captn Woodhull is the individual employed by Mr. Morgan to bring vessels from New York to this place. He may possibly be mistaken, and I hope he is, altho' he told me that he had noticed the marks on the "Dragon" just as he was about starting in her from N. York, and found that she was then certainly drawing 7½ feet. This point however I will have determined immediately, and with accuracy. He is an old salt, and, I shd judge from the cut of his jib, not likely to be mistaken.

In great haste Yrs ever

L. M. GOLDSBOROUGH

Honble G. V. Fox
Washg City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship "Minnesota,"
Hampton Roads, Va.,
Decm 29th, 1861

My Dear Sir:

There surely must be a very great mistake about Burnside's state of preparation—"absolute readiness" —for two of his vessels which are to come here to me have not yet even arrived from Philadelphia. He, by a telegram, was to have visited me on the morning of the 27th; but, as yet, has not made his appearance. The vessels in question I am to arm, if they will suit. The President cannot possibly be more anxious for our expedition to be at work than myself, and God knows I am doing every thing in my power, night and day, to get it off. Vessels, necessarily, are sent to me from New York without the slightest preparation of any sort or kind for service—no guns, no men, no place for powder, none for shells, &c, &c, &c; all of which have to be arranged, and to fix them only for mounting the guns at all properly is a very different thing from what some suppose—involving a great deal of labor in some cases, and really a good deal in all, of carpenters, blacksmiths, &c, &c. The "Southfield" has not yet reached me, nor have the signals I required, and a good many other ordnance supplies.

I have already despatched to Hatteras Inlet the "Valley City," "Hetzel," and "Whitehead," after changing the armament of each and thus rendering them a vast deal more efficient. The "Louisiana," "Lockwood," and "Whitehall," will be off for there, weather permitting, to-morrow. We are driving up

the rest, I assure you, with an honest and hearty will. Condensers, several of them, still linger in New York, despite of every exertion on my part to get them forward; but now they will, I have no doubt, be here very soon.

Phelps, with his vessel, has not yet appeared. Where can he be? He is a host to me!

The Commodores Perry and Barney both still linger in Baltimore—not yet made their appearance in this quarter.

I have arranged all the signals for Burnside's force, as well as my own, so that one system will be common to all. It has cost me no small degree of labor, but it is finished, and I am ready to give Burnside his signal-books whenever we meet. Hazard will understand them, and must explain to his skippers their use for both day and night. My printing-press has been a perfect jewel to me in getting through with this tedious job, and, indeed, in many other respects.

A war with England at this time, situated as we are, would be simply a national suicide. Better, for the ultimate success of the great duty we have before us, to give up ten thousand such concerns as Slidell and Mason than to bring England down upon us at such a crisis. The load we already have on our shoulders is quite enough for our means, especially our dollars, for they, at the rate we have been going on, must, I fear, begin to grow scarce ere long.

Genl Wool has kindly consented to let me have one company of the Naval Brigade to assist in manning my Hatteras force. The men, you know, are all web-footed, and will answer my purposes well, particularly, as I have every reason to believe, they are both willing and anxious to serve. It will take the whole of a company to man the six launches.

Could you not induce Genl McClellan to send a regiment of soldiers to Genl Wool, and transfer all these tars over to us? They would be a great acquisition to our Navy, and a part of them could go to the "Congress" at once, and thus relieve us forthwith of our difficulty in that direction. As far as I can gather, the men would greatly prefer to serve on board ship in the Navy, than on shore in the Army. Genl Wool would be unwilling to spare them as a body unless others of equal worth were given him in their stead. This I know, for I have already sounded him on the subject. They are now among his best artillerists, and, in truth, pretty much his only ones. If this cannot be done, or else men sent us from our Receiving Ships, we shall, it is very clear to my mind, be compelled to leave the "Congress," with only about a third of a crew on board, until hands can be got from some quarter or other. If you can possibly send me men for her I beg you will do so. I am already compelled to take from the Roanoke 120 of her crew to man our vessels for Hatteras. Many of them, you know, come to me without any crews at all except Engineers.

Yrs most Faithfully & Truly

M. L. Goldsborough

CORRESPONDENCE BETWEEN G. V. FOX AND L. M. GOLDSBOROUGH JANUARY 23 TO JUNE 16 1862

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Hatteras Inlet. January 23d. 1862.

My Dear Sir:

Between ourselves, the Army branch of our Expedition, I regret exceedingly to say, finds itself sadly embarrassed owing to a draft of too much water, generally on the part of its vessels; the total loss of several of them already; the non-arrival, even up to this day, of any of its Tugs from Hampton Roads, or of any of the fresh water engaged to be furnished from Baltimore; &c., &c. Every thing however that mortal men can accomplish is being done by its Generals to surmount difficulties, & bring about the results expected at home. I scarcely need add that I give every aid in my power. Yesterday, an unusually high tide occurred, which was seized with avidity, & several of their vessels were gotten over the bulkhead. To-day, it is blowing a furious North Easter, and more destruction of their property, I fear, will take place. Until the gale abates, nothing more than to take care of ourselves can be done. This is the second severe North-Easter that we have encountered since our arrival here.

All our own Naval vessels which have arrived here, as I have written to the Department officially to-day, are safely over the bulkhead & have been so for several days. They are 17 in number, & with this vessel, which I keep inside purposely for obvious reasons, I can go

over at any moment. As she is not fit to take into fight, I shall, at the proper time, shift my flag on board one of the others—probably the "Southfield"; using the "Philadelphia" to carry along extra stores of ordnance, provisions, &c. I have offered Genl. Burnside to take several thousand of his men on board my vessels, if, upon further efforts, he finds that he cannot possibly get enough of his own over to answer his purpose. Fortunately, my vessels make a great deal more fresh water than we need for ourselves, and I have told the General that every extra gallon we can make is at his service.

I urged strongly two days ago that we should move, by to-morrow morning, in the best way we could, upon Roanoke Island—Genl. Burnside cheerfully assented to the proposition, but this terrific gale must necessarily throw us back, & I fear for at least several days, as its violence must occasion serious disasters.

My officers & men, thus far, have done their work gloriously, & are panting to be at the enemy. Had the Army been at all ready, we should have had Roanoke Island in our possession, I think, several days ago, & been on our way elsewhere by this time. It was a very hard job to get the "Stars & Stripes" over the Bulk-head, drawing as she did, 8 feet & 2 inches, but our boys would not be foiled, & so they slewed her round stern foremost, & while she worked her propeller as hard as she could & thus gouged out a channel for herself, a small steamer on either side dragged her along inch by inch. She & the "Southfield" gave us the most trouble, & both stuck, despite all our exertions, for a day or two. Both of course worked up a good deal of sand into their engines & had to re-pack their pistons &c. after getting over.

I have to write you hurriedly, & in the very midst of

a devil of a blow, not knowing at what moment we may break adrift. Steam, however, is a capital sheet-anchor.

I well know, my dear Sir, how anxious the Department is for good results, & that the eyes of the whole nation are upon us, but no mortal man can command circumstances. Saving the non-arrival of the Perry & Barney, not a solitary thing up to this time has gone contrary to my expectations so far as my branch of the joint expedition is concerned. Indeed, they have been rather surpassed than otherwise.

With my official letter, I send a list of our vessels over the bulkhead, showing the names of their commanders & the character of their armament. Will you do me the favor to let Harwood take a copy of it, as he wished me to inform his Bureau precisely how each vessel was armed? Rowan, under me, has the immediate command of our division, which is divided into three columns, headed, respectively, by Worden, Murray, & Davenport. It is not improbable, *I think,* that my signals will have to apply on occasions at least, to both divisions; but, of course, I shall do nothing in the world to interfere with Genl. Burnside without his full consent. He is a good fellow, every inch of him; but, undoubtedly, there have been some very grave mistakes made with regard to his branch of the concern, & this admits of no manner of question.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City. D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Pamlico Sound. Jany 30th. 1862

My Dear Sir:

Here we are still, & so kept by the Army branch of the Expedition; but, since I last wrote you, they have succeeded, *with our constant assistance,* in getting a large number of their vessels over the bulkhead. To do this however many of them had to be lightened of every thing—no small job, in such a place as this, I assure you —&, of course, reloaded again. Amidst other troubles, they got very short of water, and, had it not been for our condensers, their men would have suffered greatly. These condensers are those which I got from New York for each one of my vessels, & the American pattern works admirably. The English pattern also affords excellent water; but, as compared with the other, it is costly & cumbrous, & does not yield so much. Both kinds I have had to keep going day & night, in order to relieve the absolute wants of the Army.

In a day or two more, the Generals assure me they will certainly be ready to start for Roanoke Island. I hope so, God knows! If the enemy has taken advantage of this terrible delay, he may give us a vast deal more trouble than we should have had otherwise, & cost us many more lives. *Nous verrons!* I am still sanguine of success. I need not say to you that my plan of attack is fully arranged. My bullies will all show their metal, depend upon it. They will do their duty thoroughly & handsomely, I have no manner of doubt. We, of the Navy, have been exceedingly fortunate, not only in

getting our frail vessels here at this boisterous season of the year, but in getting them promptly over the bulkheads afterwards, & in full readiness for immediate operations. For the last 10 days though we have been kept hanging by the eyelids owing to the difficulties attending the other branch of the expedition—its malarrangements.

In case of another joint expedition, every thing concerning *all* the vessels should be arranged exclusively by the Navy, & kept under Naval control. *Duality,* I assure you, will not answer, & were you here to witness things with your own eyes you would not differ with me in opinion. But, I fear, we are to have still further trouble with these Army vessels of large draft after leaving this, & hence my great desire to have sent to me, at the earliest moment, all the small gun-boats that can be got ready drawing not more than 7½ feet water, & especially those with a rudder at each end. I mean, of course, the regular gun-boats we are getting up, or have already got up. I have good officers here to put in command of them if necessary—such fellows as Murray, Jeffers, McCook, &c., &c. The vessels now commanded by them I can give to outsiders.

This is to go by a steamer dispatched by the Army for Hampton Roads, & by her I send an official communication.

We are all in excellent health, and there is no flagging of spirits.

It would do you good to see my paste-board fleet, and the willingness manifested from one end to the other for a fight. Good order and discipline prevail throughout. Every vessel has on board 60 days provisions & as much coal as can be carried; & besides, each one is well supplied with water, ordnance, stores, &c. &c. &c. Nothing in short is wanting but to be able to make a

move at the enemy, & this we cannot do until the Army is ready.

Believe me, as ever, yours

Most Truly & Sincerely

Honble. G. V. Fox, L. M. GOLDSBOROUGH

Washington City. D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Off Roanoke Island. Feby 9th 1862.

My Dear Sir:

I am happy to say that thus far we have been eminently successful, as you will perceive by my official report of to-day. The rebels in the principal fort opposed to us fought like tigers, & caused us to expend a great deal of ammunition. We are now *very short* of it, & cannot possibly make another dash (which we ought to do at the earliest possible moment) until we are supplied. A requisition, in duplicate, for all that we want, goes off to Harwood by the same vessel that will convey this letter from here. There can not be a tenth part of what we want at Fort Monroe, and, therefore, I hope the Department will send it to us from New York, Philadelphia, Boston, or any other place or places where it may be on hand; and it ought to be sent to us by steamers. Do for gracious sake, I implore you, hurry up the cakes.

The "Curlew," commanded by T. T. Hunter, was so badly hurt by our shells that she had to take shelter under a Fort opposite to the Island; &, on our vessels bursting through the obstruction of sunken vessels & piles, & turning their heads towards her, she was set

fire to by, I suppose, Hunter's orders; &, in a little while afterwards, the fort also was in flames, & burnt, no doubt, by the authority of its commanding officer. This fort was on Redstone Point, was called Fort Forrest, & mounted, as I am informed, eight heavy guns, with two of them rifled. At the time the Curlew made off; or perhaps a little while afterwards the rest of the rebel steamers consulted their safety in flight. Their movement however was in the night. Since they left here, a deserter from one of them has come to us, & assured us that all seven of them were lying at Elizabeth City, & that all were out of both ammunition & coal. Whereupon I despatched Rowan forthwith to go there & bag them all if possible. He took with him 13 steamers in all. I also gave him orders to blow up the section of the Albemarle & Chesapeake Canal, about which you & I frequently talked in Washington, if practicable.

My impression is that Lynch will *Hunterize* his vessels rather than let them fall into our hands. It is of but little consequence so long as they are destroyed. A Gun-boat is on the stocks at Elizabeth City, & I told Rowan to burn her if he could. He is still away, but I expect him back by sometime to-morrow night.

We hear on all hands that the greatest alarm exists among the rebels. Genl H. A. Wise, I am told, tried to get over from Nag's Head last Saturday, during the fight, but, unfortunately was taken ill about midway, & had to return. Had he reached here, he would, in all probability, have had the melancholy satisfaction to witness the death of his son, O. Jennings Wise, who died here this morning of the four wounds he received, yesterday, at the head of his troops. He did not seem to be aware that his wounds were mortal, for he requested Genl. Burnside to grant him a parole. Poor

fellow! He has obtained one not to be cancelled on earth. Burnside, under the impression that it is the wish of the President, advocates sending all the prisoners to New York. For my own part, I doubt the expediency of the step, but shall interpose no objection. It will take a big bag to hold three thousand of them, & another big bag of dollars to support them all afterwards. Some are from Louisiana, some from Georgia, some from Virginia, & the rest from North Carolina. Many are badly clothed.

Depend upon it that the blow we have given here will tell terribly. Of the six forts, two of them were really fine works, & thoroughly provided in every respect. You can scarcely believe how well they were constructed. Loyall, late a Lieut. in our Navy, & lately released by us, was in one of them—the one, by the way, that fired most at us of the Navy. He is now again a prisoner. Among other things, they were provided amply with bomb-proofs, & in these the rebels constantly resorted for shelter against our shells & projectiles. Each of the two forts in view occupied from 3 to 4 acres of ground—rather more than less—& Genl. Foster, who you know is an Engineer, says to me that he should be proud to have constructed works so complete & masterly in all their arrangements. All the guns in all the forts & batteries, were Navy 32 pdrs. of 57 cwt, & of 63 cwt, the latter being rifled, & having a wrought iron band of broad dimensions shrunk on at the after part, so as to make them resemble the Parrott rifled gun. Being of 6.4 inches calibre, the projectiles they threw could not have weighed much, if anything, less than 100 pds. each, when of a solid character. The enemy took care to spike all their guns.

Nothing could exceed the gallantry of my officers & men. A truer devotion to a cause & flag never was ex-

hibited by any body of men. I shall speak of them & the casualties more particularly hereafter, when I come to get returns in detail. Our loss in the fleet, so far as I know at present, is but one officer killed, one mortally wounded, & two slightly wounded; & of the men, but two killed & ten wounded. The Army had from 30 to 40 killed, & from 50 to 60 wounded. The loss of the enemy it is impossible to ascertain at present, for their killed & wounded are scattered over a good deal of ground. I gave the Army our launches (6 in number, & those you sent me from Washington) to cover their landing, & to use the howitzers afterwards on shore, all of which was done. The command of these boats I gave to Midshipman Porter, formerly of the Roanoke Frigate. He had three of his men killed & five wounded, & behaved himself, as the Genls. assure me, gloriously. They all tell me that he has fairly won his epaulettes, but what I say to you now in this private letter, on such matters, I wish you to keep guarded for obvious reasons, for I must not speak publicly of one without mentioning others equally entitled perhaps to praise. He is a fine noble lad beyond all doubt, & had associated with him another of kindred spirit—a Master's mate by the name, I think, of Hammond. I have to write you this scrawl in the midst of incessant interruptions, & so you must excuse order & coherency, & let the occasion override such considerations. I dash it off only for your own gratification, & not to be made use of otherwise. I shall pause here until I hear from Rowan.

Feby. 10th. 10 o'clock at night. Just this moment received a despatch from Rowan. He has taken or destroyed Lynch's whole force, as I anticipated he would do; destroyed the Battery protecting Elizabeth City; &, in fact, taken the city itself, as all its inhabi-

tants have succumbed to him. The Gun-boat on the stocks was burned by the people of the place themselves. But one of Lynch's vessels is in a condition to be added to our force, & her name is the Ellis. The rest were too completely knocked to pieces during the engagement & afterwards. Now, my good & worthy friend, considering that it is only three days ago since we first commenced hammering, I hope our efforts will afford gratification & fully answer expectation. Send me more ammunition & you shall soon hear of something more from me of the same sort. If the link of the Canal can be destroyed at once it shall be done.

I send you, herewith, a duplicate copy of the requisition sent to Harwood, for fear that the one sent to him might miscarry. The "Stars & Stripes" will convey my despatches & this letter. She is to return to me from Hampton Roads immediately, with all the ammunition she can get of the kind we need. I also send you a sketch shewing doings at Roanoke Island. It is perfectly correct.

In great haste Yours most Truly & Faithfully
L. M. GOLDSBOROUGH.

Honble. G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Off Roanoke Island, Feby. 20th 1862

My Dear Fox:

I hope that we have done & are doing all the Dept. expected of us up to this time. You will perceive by my official letter of to-day that I have now two expeditions absent:—one to destroy the two bridges of the "Seaboard & Roanoke Rail-Road" crossing the Blackwater & Nottoway Rivers; & the other to destroy some large Salt-

works up Currituck Sound, & about 40 miles North of this.

We shall, I apprehend, have the Devil's own work in the Neuse River, for we now have reliable accounts of a Fort of 50 guns there, backed by no less than 30 000 men and besides this big fort, there are several others mounting from 6 to 10 or 12 guns each. Most too strong for us as all think! At present, we think of trying Washington first, which, as you know, is an important place, & lies up the Pamlico River. It, too, is so well defended that we shall have to turn the batteries —cannot possibly, with our paste-board craft, reduce them by a square stand-up process of battering. But there is no telling how the cat will jump until we try her agility. My officers & men will shrink from nothing they are ordered to undertake. At Washington, & also at Newberne, the obstructions in the river are very formidable, & admirably placed. They consist of a double row of piles thoroughly well driven by steam, and sunken vessels. The rows are at right angles to the shore & parallel with each other. One stretches all the way from the right bank nearly over to the left, & the other all the way from the left bank nearly over to the right, & there is a battery of considerable force on either bank between them; so that attacking vessels must first go bows on to one, & then, after passing it, be raked aft by one & forward by the other at the same time. Thus:—

[Drawing follows here in the original.—EDS.]

the coarser dots show the two rows of obstructions; B, B, the batteries; and the finer dots the way vessels will have to proceed. The openings in the obstructions are purposely left to admit the ingress & egress of their own vessels. The only alternative that I can perceive is

to land in force on one side of the river & take the battery on that side in reverse. Burnside & his Generals are sanguine of success in such an undertaking. We, at the same time, can cover the landing of their men & shell the fort nearest to us. Success will mainly depend upon the number of troops in opposition. If they can be driven with the number we can land, all may go right; otherwise things cannot work to our advantage.

Burning the bridges mentioned above, will produce a terrible effect upon the enemy, & the loss of his Salt-works he will feel most sorely. Salt, I am told, is now $6 a bushel, & the people of the shore all say that without salt they can cure no fish or flesh, & will have scarcely any thing to depend upon for support.

There are, certainly, a great many Union men in North Carolina. If we had 50 000 men here, & a hundred thousand stand of arms to place in the hands of the Union people of North Carolina, we could carry the whole State like bricks, & Virginia besides. Norfolk is already shivering from mere fear of being captured by our expedition, small, comparatively, as it is.

Believe me very sincerely Yrs

To Honble G. V. Fox
Asst. Secy of the Navy
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Off Roanoke Island. Feby 23d 1862

My Dear Fox:

In my official report, I stated that the number of prisoners captured here was 3 000. I derived my information from the Generals, but it now seems that

what they told me was rather an estimate predicated upon regiments than anything more accurate. The real number was 2488, to which may be added 45 in all of Naval prisoners, making an aggregate of 2533. I am sorry that I should have overstated the number, but the fact is the Generals told me, over & over again, before I penned my letter, that it would rather exceed than fall short of what I said. They, however, as I now find out, spoke upon the hypothesis of companies & regiments supposing each of the former to be composed of 100 men, & the latter of a 1 000. If I had qualified my statement with the adjective *about,* as I ought, & perhaps intended, to have done, I should feel better satisfied. It was several days after the fight before all of them were gathered from strolling about the woods. Enough were taken however to occasion a great deal of anxiety & trouble as to their disposition & to make good with a considerable surplus our losses in the same way at Bull Run.

We hear, through the enemy's papers, of the capture of Fort Donelson, 3 Generals, & a large number of men besides. This must be the most fatal blow yet given to the rebellion. I think that in the course of ten days, from the 6th to the 16th of February, as much has been accomplished by our arms as any reasonable man could have expected. Norfolk ought to be taken forthwith, & the Navy Yard there totally destroyed. It can be done, either by starting a large force from here, or the neighborhood of Cape Henry which is better, & taking all its defences in reverse. Manassas however must be closely watched, for from there they will pounce upon Washington in their desperation if they can only get half a chance to do so with a prospect of success. The loss of Norfolk & Savannah now would be giving the *coup de grâce.* I am sorry that the iron clad vessels

hung so in the Senate. There must have been some bad feeling against the Dept., but it is now, I hope, wiped out, or collapsed as you would say. I hope the Dept. will be able to send the Ericsson soon to Hampton Roads to grapple with the Merrimac & lay her out as cold as a wedge. She, & another like her, would do the work well. What has become of the hundred thousand dollar blowing-up man? Has his scheme collapsed? or is the water too cold?

The "Stars & Stripes" has reached the Inlet, but not here as yet. I look for her hourly. Dahlgren sent us no powder by the "Baltimore," nor were any of the shells she brought filled. Without that material, we can do nothing of any consequence—our present supply is too short. The firing of our heavy guns on board of our frail vessels is making their very timbers yawn, & then leak more & more. Even the tree-nails refuse to hold on in the planking. Do send me some things more substantial as early as possible—a lot of the new gunboats if you can. The boilers of most of my vessels are, indeed, frightfully bad, & cannot possibly last for a little while longer. You can scarcely form an idea of how worthless they are—entirely beyond repair.

The Spaulding takes this to Hampton Roads. Best regards to Harwood, Wise, & all friends about you.

Most Truly & Sincerely Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

Washington City, D. C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private.

U. S. Flag Steamer Philadelphia
Off Roanoke Island. March 1st 1862.

My Dear Sir:

I have been thinking a great deal of late of an attack upon Norfolk from this quarter, and the more I think of it the more I am persuaded that it can be done successfully, & therefore, ought to be undertaken without delay. At one moment, I entertained the idea that, for the sake of convenience & expedition, additional troops to those we now have here might, perhaps, be landed about Cape Henry, & thence march to Norfolk in conjunction with our present force—the meeting to take place at or about Kempsville; but, further reflection, has satisfied my mind that this Island of Roanoke is a much better base of operations, especially as there is a good road all the way from Powell's point (which is at the fork of Albemarle & Currituck Sounds); as supplies can readily be conveyed by water in suitable vessels; and as Oregon Inlet, by a recent examination, affords abundant water to be used, as by far the most convenient place, for forwarding additional forces with their supplies. This Inlet, as you are aware, avoids Cape Hatteras, & is but about 70 miles from Hampton Roads. Any steamer not drawing over 10 feet (8 certainly) can get into it at almost any time, (so say the Pilots to Burnside) & the harbor it affords is excellent, & large enough for about 40 vessels of moderate size. From the Inlet to Roanoke Island is only an hour's run

at most; & small steamers, like the "Alice Price," &c., drawing, when loaded, not more than 4¾ feet, can go backwards & forwards at all times, & thus very readily bring troops, &c., from the Inlet to the Island. Over the bulkhead at the Inlet a depth of not more than 5 feet is, at present, to be found; but it is quite probable that vessels running over it frequently would increase the depth, perhaps a foot, in the channel-way. There is water enough however, as things stand, for all our purposes.

40,000 men in addition to those now hereabouts, would, I feel very confident, do the work in fine style, & in a very short while from the moment of starting. To approach Norfolk from here would, you must bear in mind, be to take all its present defences in reverse; & to take it, would be the true & effective way of turning *Manassas*. Richmond, of course, would go to the devil at once, & as another consequence, both Virginia & North Carolina would sue for mercy. No delay that can be avoided should occur in this matter. The starch of the rebels is already very thin, & the season of the year is eminently propitious for the work. That dock-yard at Norfolk is an infernally sore thing to us, & have it we must!!

I am quite aware that to destroy one of the several bridges of the Wilmington & Waldon R.R., & so to command the place afterwards as to cut off all communications by this road, would be a very short-handed process of bringing about a collapse; but this, I think, with our present means, is belling the cat! However, even this can be done, if preferred, with the additional force I suggest, & various other things besides too obvious to mention!

Suppose you have a conversation with Genl. McClellan on these subjects. He may see them in a

different & better light than I do; but, as at present advised, I am just as confident that success would ensue as any one can be in a case of prediction. At the same time that our forces would move from here, a feint about the Nansemond towards Suffolk might be made to advantage. This could be done from Old Point & Newport News.

For an Army of 50,000 men—no better base of operations than Roanoke Island affords, need be required.

Between ourselves, a party has been despatched (secret of course) to burn the Rail-Road bridge over the Trent River at New Bern, & another to burn a bridge at Washington. This done, those places will be comparatively at our mercy, & Beaufort will have been given a very black eye. We have thought it best to keep ourselves quiet here, so as not to occasion any increase of vigilance on the part of the enemy, until the bridges in view shall have been destroyed. A column of our Naval force however is kept threatening every thing along Albemarle Sound, & another guarding our intercourse, & protecting our supplies in transition, between this & Hatteras Inlet. The third column I keep here to move as occasion may require. The burning parties, thoroughly fixed, land abreast of Brant Island, to which place they are conveyed by the Delaware & put adrift, each in a proper boat, at night. For the burning of the bridge at New Bern $15,000, & for that at Washington $4,000, are to be paid. These sums are nothing compared with the results that will be secured. Burnside is very confident, from the character of the Agents &c., that both bridges will be found in flames very soon. Perhaps, by a similar process, the bridge of the Waldon R. R. over the upper Neuse, near Goldsboro, may be destroyed—*Nous verrons!*

I write you in great haste, as I wish this to go to the

Inlet & thence North, by an empty coal vessel, with sails up & a fair wind, waiting for it.

Yrs. most Sincerely & Truly

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota. March 16th 1862.

My dear Sir:

At this moment, the only vessels off Wilmington, are the "Jamestown" & "Fernandina"; &, in view of the number of vessels leaving England to run the blockade, I do not feel that it is at all sufficiently guarded. In effect, there are two ports to be protected at Wilmington, distant some 40 miles apart & on opposite sides of the Cape, owing to the fact that the place has two entrances, each available for merchant vessels in point of depth of water. If I could, I would have at least two steamers off each entrance. Sailing vessels offer scarcely any opposition to steamers thereabouts. From what I gather, it will still be several weeks before the "Monticello" can be got ready for sea. The "Albatross" I look for very soon, & I can afford to spare her from here to go there. But I must hold on to the "San Jacinto," "Dacotah," and "Chippewa" to meet the "Merrimac" & her consorts when they next appear. On a careful scrutiny of the "Monitor," it will not do, in my judgment, to count too largely on her prowess. She is scarcely enough for the "Merrimac." It should be remembered that the latter was injured when the "Monitor" engaged her—had been injured the day before in her exploits both in her beak & otherwise. The

"Merrimac's" mere weight, with a velocity of say even 5 knots, would, I fear, be too much for the "Monitor" to withstand in case she should be able to deliver such a blow. Jeffers is well upon his guard, & will not, if he can possibly help it, allow her to strike him. Our wooden vessels at best can, as you know, do but little more than engage the Jamestown, Yorktown, &c. Against the "Merrimac" herself they can make little or no impression, & to have them sunk by her would be another sad affair. Would to God we had another iron clad vessel on hand! Cannot something more be done to hurry up the Mystic, or whatever her name may be? If you can dispatch any steamers to go off Wilmington I beg that you will do so without a moment's delay. Sailing vessels, I repeat, are of little or no use. I have no faith in them for blockading purposes against steamers, any more than I have for wooden vessel against iron clad. Should the "Merrimac," despite of the combined efforts of our vessels & the Forts, succeed in getting out into the Chesapeake Bay, I well know the consternation that will be produced, & the havoc she may create. It strikes me however, arranged as she is, that she would hardly venture to go to sea & encounter a gale of wind. My determination is to act as strongly on the defensive as possible, & to incur no avoidable risk on the part of the "Monitor" beyond expending her energies carefully & guardedly against the "Merrimac" when the time arrives. I have carefully investigated the expediency of sinking vessels in the channels —way off Sewall's point with the view of so preventing the "Merrimac" from again coming out, but, to my mind, situated as we now are, the thing is wholly impracticable, &, if you had all the facts of the case before you, I do not think that you would differ from me in

opinion. The risk to the "Monitor" would be too great at present—far too great I think.

I have to write you hurriedly.

Very truly & faithfully Yrs

Honble G. V. Fox L. M. GOLDSBOROUGH.

Washington City, D.C.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Unofficial

Navy Department
March 17, 1862

Dear Commodore,

Every available vessel we have will be ordered to report to you, to assist in the Army movement which is to take place immediately from Hampton Roads. I have chartered the Illinois and Arago to report to you to be used as rams. Sand bags will go by the Arago to protect their boilers. We telegraphed for you to keep the San. Jacinto. The Wachusett sailed the 12th from Boston, and three gun-boats, two I think went to Beaufort. I will also send what boats are heavily armed, from the Potomac. If a hawser could be trailed near the Merrimac's stern, it would be sucked in and disable her, but these are all bell and cat ideas.

Yours in haste

G. V. FOX

P.S. Please consult with Col. Woodbury of the Engineers who is now at Old Point Comfort.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department,
March 24, 1862

Flag Officer L. M. Goldsborough
My dear Sir

Gen'l Barnard has informed you of the plan of operations and the desire the Army has to have you strike a blow for them. I told the President that it must be left entirely to your judgment bearing in mind that your first duty was to take care of the Merrimac. He agrees to that, at the same time I don't like to have the Army say that the Navy could not help them, so we are ordering everything we can raise to report to you. The Sebago and Marantanza, (similar to the Octorara) will probably be in line, so will the Galena, iron clad vessel and you can probably bring back some of the North Carolina fleet, though they amount to very little. The Pawnee is ordered up from Du Pont's squadron. The St. Lawrence was ordered into the Potomac, in my absence, you can make what use you wish of her. Please send back the yard boats, and Potomac flotilla craft as fast as you can as they are much required here. If Burnside gets to Beaufort and the Nashville is destroyed, I fancy one sailing vessel will be enough off that port, so altogether you will have considerable of a force such as they are, before the army, is ready. If it is not enough I will take care to explain it, but if you can, I should like to see you knock down the town for them, they consider it as saving several months in the campaign. We want the Octorara to go South after this matter and the Merrimac is decided. The Propeller and Mail she has, better go by the Rhode Island.

We will send you the Maratanza and Sebago, probably without Commanders, or at least one of them, and you must give them to your best men, keeping in view seniority if it possesses *merit,* not without! The President has sent you the Vanderbilt, are you in want of any more for rams? They charge $3000 per day, for those sound boats. The Roanoke is to be iron-clad. Can't you spare Stimers? We want him here for one of the board in iron-clad vessels. We shall have a dozen Monitors improved and carrying two 15 in. guns. Is Buchanan dead? I think the Merrimac is shifting her battery. Has she been in the Dock? Could one of these Potomac fishing nets be sunk across the Channel? Prize money for fleet captains is fixed as agreed upon when you were here.

Most truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

"Minnesota." March 25th 1862

My Dear Sir:

I am excessively annoyed at the escape of the Nashville, & well know the great cry it will occasion, & the intense vexation it will cause the Department. Neither of the gun-boats—the two—about which you spoke to me as having ordered off Beaufort, had arrived there even up to the departure of the Cambridge; &, for fear of this very thing, immediately on my arrival here, I took measures to despatch, at the earliest moment possible, the "Chippewa," "Albatross," & "State of Georgia," all of which are now there, but all arrived too late. I shall send the "Monticello" off Wilmington

the moment she is ready, which, by a note to-day from Baltimore, will be by next Thursday; & I am this moment hurrying up the "Cambridge" to be off again, although her condition, I fear, is any thing but what it ought to be. Still, she shall go off Wilmington if possible.

The Bark "Glenn," which was fitted out at Beaufort as a privateer, was destroyed by fire two days ago, as Commander Armstrong informs me by the Cambridge. The enemy himself burnt her. This looks as though we were nearly in possession of Beaufort. I sent orders by the Albatross, that, in case of the fall of Beaufort, all the vessels that could be spared from that place should go immediately off Wilmington & blockade it rigorously & vigorously. As things look to me, we must have Beaufort in a very little while. If, indeed, we have not got it already. Perhaps a belief of the sort induced the Nashville to fly at all hazards.

Most Faithfully & Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

Washington City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

"Minnesota." March 25th 1862

My Dear Sir:

I have anticipated the wishes of the Govmt. with regard to aiding the Army. Give yourself no concern upon the subject. My plans are all matured. I have only one yard boat here—the "Baltimore." She I cannot *possibly* spare. I have a special & *intensely* important service for her to perform on the appearance of the Merrimac. Tell Wise this if you please, &

direct him to get our Ordnance stuff now ready at the Yard, to us without waiting for me to send for it. Say this to him in reply to his telegram just recv[d]. I *must* have that Ordnance stuff, & *he must* get it to me *nolens volens*. I can't send for it. The Potomac craft I do, & shall continue to send back to convey &c. Alas! Alas!! The "Nashville" has escaped. It is terrible. I send the official report to the Secty by the mail of to-day. I *cannot* spare Stimers until after the affair of the Merrimac comes off. Do not, I beg of you, insist upon taking him from me. I know how much he is wanted in Washington, but I know too that he is still more wanted here. He is a trump of the very first water for assisting the "Monitor" in fighting the "Merrimac."

Reports kill Buchanan, but, as yet, I have recv[d] no positive information upon the subject. A contraband from Norfolk, who left there only yesterday, told me, within the last ten minutes, that he is certainly dead. He says too that the Merrimac had to go into dock, but that she will attack us again some day this week. Fishing nets, I think, could not be applied so as to amount to much.

I am greatly in want of Pilots for the York river & its immediate vicinity, & am stirring Heaven & Earth to get them. The scoundrels about Baltimore dislike to serve. If you shd happen to know or hear of any about Washington, or elsewhere, send them to me. I am compelled to write you in haste.

Most Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department,
March 27, 1862

Flag Officer L. M. Goldsborough,
My dear Sir

I have yours about the Nashville. It is a terrible blow to our naval prestige, and will place us all very nearly in the position we were before our victories. The Secretary wishes to order the Albatross to the Gulf or else take Prentiss out of the vessel. For two weeks he tried to get him to sea, but could not. He told Lenthall he would not go until he had everything he wanted, if he did, he would come right back, finally he wanted to turn his vessel into a ram. He better go south —can you spare him?

You recollect Armstrong said that at daylight he discovered the Nashville at anchor 3 miles inside of him. This is not blockade. You can have *no* idea of the feeling here. It is a Bull Run to the Navy.

Yours most truly,

G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 16th 1862.

My Dear Sir:

I have now reason to believe that there is no longer any difficulty on the subject to which yr private note, just recvd, alludes. McClellan himself was on board

with Missroon during the firing of the "Sebago," with her 100-pr. Parrott, upon the enemy at Gloucester Point, & was much pleased with it. This firing took place yesterday. McClellan, in a telegram to the Secty of War speaks of it; but, besides this, I hear from one of our pilots who was present at the firing, & saw the damage done, of the General's satisfaction.

Yrs Most Faithfully

Honble G. V. Fox L. M. GOLDSBOROUGH

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private

Navy Department
April 19, 1862.

Flag Officer L. M. Goldsborough
Comd'g N. A. B. Sqdr'n

Dear Commodore

I have your two notes. I am glad Missroon is more in accord with the General. He is one of our best officers. The Navy is suffering severely from the condition of things at Hampton Roads. The great public not understanding why *we* cannot take Yorktown. The feeling here is that McClellan has put himself into a very tight place, and that a rush past the batteries at Yorktown only can relieve him, or very greatly assist him. The President sends daily [Two lines completely faded.—EDS.] John R. was here to take her. The best officers seem to wish this class of vessels, and we will try and work him into one. Upon the arrival of the Galena I presume from the anxiety the Gen expresses to me that he would like to have her above Yorktown. Some of our brave fellows will have to go with

you, but I do not feel very great anxiety. A passage at night, under full steam, across the line of fire, has been demonstrated by this war to be easy of accomplishment.

Most truly

G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 20th 1862

My Dear Sir:

The more I think of it, the more I now feel satisfied that the St Lawrence & Sabine can easily be prepared with a number of 100-pdr Parrotts each (the more the better) & made very effective against Yorktown. Nothing tho' but 100 pdr will answer. The cutting them down is but a small job. Upper works are the only ones to be cut in order to give room & range.

In great haste as the mail is just off.

Yr ever

Honble G. V. Fox L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota"
Hampton Roads, Va., April 20th 1862.

My Dear Sir:

I wish to say to you that, even as yet, I have not ordered the Court of Inquiry directed by the Dept with

regard to the entrance & exit of the "Nashville" at Beaufort, because it has been, & still is, impracticable to do so, owing to the fact that the vessels & witnesses are separated, one being off Beaufort & the other off Wilmington. At the earliest moment possible however, I will attend to the matter. It shall not be neglected. The "Nashville" it seems went direct to Nassau, was there sold, & is now under English colors. She is now called the "Thomas L. Wragg," & is no doubt engaged in conveying contraband articles to the enemy from Nassau & thereabouts. Even this is better than cruising as a privateer. I can not perceive how either the St Lawrence or Sabine can be employed to advantage either here or before Yorktown, as they now are.

If Franklin succeeds, by his movement up the Severn, (which, by the way ought, I think, to have been made long ago, & I strongly urged it upon McClellan) then it will be practicable to run past the fort at Yorktown & take it in flank. The enemy has made himself, according to the accounts I receive, very powerful at both forts, & each commands the other at a short range. If the Galena is sufficiently plated, she, doubtless, can run past both of them without incurring serious injury; but, as yet, I know nothing of her.

The 100-pdr Parrott is the great gun of the day. It does terrible execution. The more we can have of them on board ship for Yorktown the better. If the St Lawrence & Sabine had some of those guns on board—say half a dozen each—& were cut down temporarily in their upper works so as to use them at long ranges, then I should urge that both of those vessels be sent before, or rather off, that place. Can this be done? If it can, let's have 'em. Perhaps, after all, this is the best use to

make of those frigates—cutting them down, in the way I mean, could be done in a few hours.

Yrs most Truly & Faithfully

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[The following note, signed "And^{w} A Harwood," is on back of letter]

The Sabine whose bulwark is cut down forward, will have a rifle 100 pdr. Another gun of this description, and carriage, has been forwarded from Phila. This with two on board the Galena is all that we can do at present. Whole batteries are therefore out of the question for sailing ships. Mr Parrott has been written to hurry on the work at his foundry that we may have more of these excellent guns.

Very respy

The Hon
G.V. Fox
Navy Dept.

AND^{w} A HARWOOD

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 21st 1862

My Dear Sir:

In your private letter of the 19th you say "the Navy is suffering severely from the condition of things at Hampton Roads, the great public not understanding why *we* cannot take Yorktown." The great public in our country unfortunately is very apt to misjudge Naval & military matters, because it is seldom correctly informed about them, & because of the disposition of every fool in the land to write & talk about things of

which he scarcely knows the meaning. Yorktown, to my understanding, was to have been taken by the Army, & not by the Navy; & because the former has, by miscalculation, got itself into a tight fix, the cry is only against the Navy, & even the papers are declaring that no assistance whatever is given by it when in fact every assistance asked for or desired by Genl. McClellan is & has been extended to him from the very beginning. In the cabin of this ship, on two consecutive evenings, in the presence of others, the whole subject was fully discussed by Genl McClellan & myself, & the arrangement was that the Navy should cover the landings at the Sand-box & up the Severn river; then, in the event of turning the guns on Gloucester Point, & thus getting possession of them, & a successful move of the Army upon Yorktown, all of which was expected, the vessels, seven in number, were to unite & cover the movements of the Army all the way up to West Point, & even up the Pamunkey, if necessary, as far as they could possibly get. Four of the vessels I was to detach at once, which I did, for the Sand-box, & the rest I was to keep here ready to move at a moment's warning until I was informed by Genl McClellan that the division of the Army under Franklin for the Severn was ready for their services. Finding that this division did not get on as was anticipated, I despatched a fifth vessel, at the request of Genl McClellan—the "Sebago" with a 100-pdr rifle—to aid the others, & have kept the other two in constant preparation to be off at the shortest notice. To this hour however the turning of Gloucester has not been undertaken. It is impossible for me to spare more than the "Maratanza" in addition to the above, which I intend to do on her arrival, without incurring too much risk from the Merrimac & Co. The "Galena" shall of course go there if she is fit for the purpose.

McClellan was perfectly satisfied with the original number of vessels designated, & freely & frankly expressed himself so. Indeed, he even thought that any more would be entirely unnecessary, or at least such was my understanding of his opinions.

The truth is, both Yorktown & vicinity & Gloucester Point, are a great deal stronger than was supposed. At least 50 heavy guns are planted to play upon ships & all within a close range of each other, as Yorktown & Gloucester are but ¾ of a mile a part. If these forts are to be reduced by the Navy instead of the Army it must be done by first commencing at long bowls with our wooden vessels; &, therefore, I beg you to read a note which I have just written to Harwood about the Frigates St Lawrence & Sabine. Until I see the Galena I cannot speak with any confidence as to the part she may be able to play. The more we worst them at Yorktown, the more anxious the Merrimac & Co will be to get there, & consequently, the more cautious must I be hereabouts. I never dreamed until now that the Navy was to take a primary part in getting Yorktown nor do I believe that any one else ever did. The idea is bran new to me & had it been proposed a few weeks since, I rather think it would have been rejected with indignation by our grand Army. But the Navy shall do its work as far as I am concerned.

Yrs most Faithfully

Honble G. V. Fox. L. M. GOLDSBOROUGH

The 100-pdr Parrott, in my judgment, is the *very best* gun we have for long bowls. I know it well. Do not let them, I beg of you, put any others on board the St Lawrence & Sabine if those ships are to be fitted as suggested by me.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department
April 23d. 1862

My dear Commodore:

I have your note of the 20th inst and your two of the 21st. It is perfectly understood that the Army were to dash up the peninsula without the Navy, and in fact we were never informed of the movement. I found it out accidentally, and did my best to turn it to Norfolk knowing the scant force we had, and the benefit the rebels would derive from the Merrimac. But as it was determined to go on to the peninsula we threw all the force we could towards you, and so continue to do—because the cry will be (it has already commenced) for the Navy to pull them out of the slough. The Navy have done it several times during the war for our army friends, but the golden opportunity is now present to save the Army, and immortalize the Navy. Harwood has written you about the Parrott guns. All our rifles of large calibre seem to be failures which leaves us in the lurch about such guns. Meeker's commission or appointment has been sent. It is all right about Daniels, he could not be reinstated as mid'n. Rowan's clerk has no chance, at present. I wish you could send two merchant steamers in lieu of the Susquehanna. Du Pont will send up a wail about withdrawing that noble ship, but the Government and people call upon us to lift the Army of the Potomac out of the mire. The submarine boats I hope will be with you before many days, also another blow up matter, in which the party takes the risk and labor for $100,000.00 if successful. I think the Galena will trouble them if she runs the batteries.

Our Potomac flotilla now have the run to Fredericksburg. Don't you learn anything about New Orleans?

Most truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 24th 1862.

My Dear Sir:

I have visited the "Galena." She is, in my judgment, a most miserable contrivance—entirely beneath Naval criticism.

The damages to her machinery will, I hope, be repaired at our own shop by to-morrow forenoon; & then, as at present advised, I shall despatch her to York River.

Truly & Faithfully Yrs

Honble G. V. Fox
Asst. Secty of the Navy
Washington City, D.C.

L. M. Goldsborough

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 28th 1862.

My Dear Sir:

The "St. Lawrence," as I advised the Department, arrived here yesterday; and, I suppose, the "Sabine" is not far off. Neither of these vessels can be used to advantage, either here or at Yorktown, armed as they now

are. In fact, they rather encumber us than otherwise. But the Department may have some particular object in view in sending them here, and, if so, I would thank you to tell me what it is. If those vessels were fixed & armed as I have suggested, then they could both play a conspicuous & important part before Yorktown; but, as they now are, they can do nothing. This is the simple truth, & you ought to be informed of it by me, & hence my reason for writing you this note.

The Merrimac, according to our last accounts, is to be out again either to-day or to-morrow. Tattnall, they say, has been ousted because he would not come down among us the other day, & his place given to Arthur Sinclair. The present program of the Merrimac, is to take the Monitor at all hazards, for which she is provided with numerous grapnels & steel wedges, the latter to choke the tower & prevent its revolving; go to Yorktown; then to Washington City; and, finally, to New York. Chloroform is to be used in abundance by the Merrimac to produce insensibility on board the Monitor. I was under the impression that chemicals were rather scarce among them!

I have no doubt whatever that she will be out again in a day or two. Every thing indicates it. She has had shutters fitted to all her side-ports. Formerly, she only had them to her bow & stern ports.

I have been trying for the last 3 weeks to get the Tug "Zouave" here from Baltimore, but for my life I cannot get her to move. You may depend upon it that Mr. Engineer Houston is very slack in stays. The Zouave only required a new rudder, a few sheets of composition on her bottom, & repairs to her smoke-stacks, & to get these comparatively trifling things done she has been absent from here ever since the day after the disastrous visit of the Merrimac to the Congress &

Cumberland. This is downright shameful. I wrote to Lenthall the other day complaining loudly of the time consumed in Baltimore in getting our repairs done. There is something radically wrong at that place, & Messrs. Somebody wants stirring up with a good long pole, if not a knock on the head with it.

I am trying to have fitted for the Galena a covering of sheet-iron for all the nuts she exhibits on her sides on the gun-deck. In battle, they would fly off beyond all doubt, & kill the men at her guns, every time a heavy shot would hit her from an enemy. If we cannot cover them all over, & their number is very great, we will at least try to cover all those in the wake of the guns. She is a sad affair. Her projectors & builders ought to be ashamed of her.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 2d 1862.

My Dear Sir:

Three white men, deserters, came from Norfolk this morning & report that there has been a regular stampede on board the Merrimac—every officer having left her. This, however, after all, may be a *ruse*. She has been lying for the last three days at the buoy, off the *Naval Hospital,* with her steam up &, at every high tide, night & day, I have been expecting a visit from her. To-day four of the enemy's steamers, which I take to be new gun-boats, are lying off *Craney Island.*

If I can only get a fair crack at the Merrimac, I feel certain of crushing her.

In haste, Yrs Truly

Honble G. V. Fox. L. M. GOLDSBOROUGH.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private.

Navy Department
May 7, 1862.

Flag Officer L. M. Goldsborough
Hampton Roads

My dear Sir:

Do you think it is true about the Nashville? Isherwood & Lenthall say the Merrimac must draw 22 to 24 feet of water. She drew 17 launched, and at 19 the top of her screw would be 3 inches above water. Yet she has got a deck above it, and that deck is under water. By the chart I see 3¼ fths can only be carried five miles above Newport News, and 18 feet to Chickahominy about 33 miles above. The news from McClellan is that the enemy are retreating along James River being afraid of the other side which is covered by gunboats. I saw all the defences of Yorktown and am satisfied that if Missroon had pushed by with a couple of gun boats, the Navy would have had the credit of driving the army of the rebels out, besides immortality to himself.

Yorktown altogether had but 50 guns and none pointing up river. The water batteries on both sides were insignificant and according to all our naval conflicts thus far, could have been passed at night with impunity. As Johnson wrote Davis, they magnified their defences and humbugged.

Truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va. May 8/.62

My Dear Sir:

I fear it is true about the Nashville. The top of the Merrimac's screw is just *out* of the water. There is no doubt whatever as to her draft being only 19 feet, &, perhaps, an inch or two more.

Rodgers went up the James River this morning in the Galena, taking with him the "Aroostook" & "Port Royal."

At about noon to-day we commenced shelling Sewall's Point, & continued the work for several hours, when the Merrimac came out, & had a fair chance to engage the Monitor, but she was extremely cautious, & took good care not to expose herself to even half a chance in the way of a dash by this ship & the merchant rams to run her down. After remaining outside of the point for, comparatively, a little while, she returned & anchored under Sewall's Point, & there she now lies.

There was a very heavy firing for a long time up the James River to-day. All the enemy's gun-boats, 8 in number, including the Jamestown & Yorktown, are up the James River, & Rodgers is this side of them all. I wanted to increase his force by withdrawing some of the gun-boats up the York River, but was overruled by the authority of the President himself, of course at the instance of the Secretary of War.

The Merrimac can, *undoubtedly,* go up the James River to within 12 miles of City point, & City point is about 100 miles from Newport News; but the people

of Norfolk are now shaking in their shoes, & I doubt if she will venture to go up that river at all.

The heavy firing up James River to-day was no doubt between Rodgers & the enemy, but whether it was the enemy's vessels or a fort we do not know. I am excessively fatigued, as I had no sleep last night, & have been on my feet all to-day, & as busy as possible. I should not be much surprised if we had Norfolk in our possession by to-morrow night. *Nous verrons!*

Very Truly & Faithfully Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

Asst Secty of the Navy.

Washington City, D.C.

P.S. At the same time the firing was going on up James River our vessels were blazing away at Sewall's point. We shot away their flag staff twice & set fire to the buildings of the fort. The Seminole was hit once about the bows. The shelling was done by the directions of the President in order to determine the practicability of landing a body of troops from Fort Monroe at or about the point; & the landing, as I understand, but am not as yet accurately informed, will take place to-night —between midnight & daylight. There are now only about 5 000 troops at & around Norfolk, and the people are rapidly abandoning the place. They are taking all the machinery away from the Navy Yard & sending it to North Carolina—that is, as much of it as they can transport.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private.

Navy Department
May 17, 1862

Flag Officer L. M. Goldsborough
My dear Sir:

Though your orders are to give up the attack upon the Fort at Wilmington on account of the determination to obtain a more important place, yet I think by the time we finish Richmond if you are able to report officially that you are about ready to attack Fort Caswell, and you are satisfied it can be taken without the Army, only enough to garrison it, I think I can so manage it that you will have the authority to go at it. For a great many reasons I am most anxious you should have this opportunity, and I advise you to get all ready so that I can change the current which now sets lower down. I think you better get all the vessels you can spare, out of the North Carolina sounds to leave in York & James rivers and at Norfolk so as to give you the whole of the present force of regulars which are now with you.

Please write me unofficially what you think of it, so that we can pull together in accomplishing it. The Pres't seems very much disappointed at the gun boats not being in Richmond. Rodgers seems to have fallen back. I am afraid the army people are holding him in check. It would be natural; Halleck held Foote back at Clarksville, so that Buell could enter Nashville. If I were you I would take all the gun boats you can muster, [Letter illegible.—EDS.]
one of them and take Richmond with the Navy. It is

a dash that would immortalize you, and cover the Navy with additional laurels.

The Matawaska sailed from Portsmouth the 15th at 7 P.M.

Very truly,

G. V. Fox

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private.

Navy Department
May 18, 1862.

Flag Officer L. M. Goldsborough
My dear Sir:

I did intend to write an official letter upon the contents of the enclosed letter, but the high character of young Selfridge leads me to refrain from placing upon record either the letter or the opinion I should give upon it. He must be aware of it's impropriety and of it's great injustice both to you, and to me. I do not wish to have another opinion than I have of him. I therefore suggest that you hand him back the letter privately.[1]

The Dept does not look kindly upon those officers who run to M.C's, Insurance Co.'s and Bank Prest's, for the purpose of obtaining what is not justly their due. Davenport is now Senior Lt in your Squadron at Hatteras and is justly entitled to the "Stars & Stripes." How is it about him, he feels I think that we have hardly done him justice in keeping him in the "Hetzel."

[1] After this letter was written Fox showed his appreciation of the high character of "young Selfridge," now Rear Admiral T. O. Selfridge, U.S.N. (Retired), by appointing him to the command of the Monitor.—EDITORS.

Do not order an officer to command the "Port Royal" in place of Morris. The Dept. will send one if necessary.

Very respectfully,

G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 21st 1862

My Dear Sir:

Finding that you are to send me, at present, but three vessels from the Potomac flotilla, & those really of but very little force, I have this day ordered Rowan to send five from the Sounds, but when they will get here is more than I can divine.

Smith, in sending to feel the pulse of the young woman at City Point, committed not only a sad mistake, but a grave blunder. I wrote to him to-day about it. I have no doubt, from what I gather, that he is sorely mortified about it. Nothing of the sort will occur again. Rodgers now wants to quit with the "Galena." He says she leaks 2½ inches pr. hour which, to my mind, is no great shakes. I have ordered a survey. I suppose that, naturally, he does not relish a senior put over him, but this I could not avoid, & comply with his own request & my own judgment, to increase the force up James River.

Besides the obstruction of Drury's or Ward's bluff, where the fight took place, there is another one above it. Without the Army the Navy can make no real headway to-wards Richmond. This is as clear as the sun at noonday to my mind. McClellan is to inform me the

moment he can cooperate, & then I shall go up in person. We shall have Richmond if the people will be only temperate & considerate, and keep their shirts on —I mean our own people, who, certainly, are occasionally at least excessively foolish about things of which they scarcely know B from a bull's foot!

The Galena has turned out precisely as I expected— *beneath Naval criticism!* The reports concerning the fight in which she was engaged were forwarded day before yesterday, &, therefore, should have reached the Department yesterday. She is a pretty good ram, & that, in general terms, is about the amount of her, unless she be kept bows on in fighting her guns. At best, however, she is a poor stick for an iron clad. Her moral is better than her physical effect!

After Richmond is taken, I sincerely hope that I may be allowed to proceed forthwith & take Fort Caswell. I can do it if allowed to have my own way! The case has been fully studied out by me, & all my plans are fixed. I yearn for the job! When Glisson left here in the Mount Vernon I told him to take the small work on New Inlet, if he could, without risking the loss of his vessels; &, furthermore, if he discovered any thing shaky about Fort Caswell itself not to hesitate to make a guarded demonstration against it, & get it if he could. The people of North Carolina are now getting shaky I think, & there is no telling how soon they may be willing to knock under all over the State. But, if they wont knock under, they must be knocked down!

Very Truly & Faithfully Yrs

Honble G. V. Fox L. M. GOLDSBOROUGH

Washington City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 21st 1862

My dear Sir:

I can & will take the forts at Wilmington as soon as I can avail myself of the services of the Monitor & the other vessels now engaged hereabouts, provided the Department says the word. The job would afford me very great pleasure. I want the Susquehanna as one of the vessels, & count largely upon being allowed to have her. All my plans are formed for the reduction of Fort Caswell & the work at New Inlet. I want no services, & no assistance whatever from the Army, in carrying them out, I will garrison with Marines.

From a very thorough investigation of the whole state of things I am perfectly satisfied that it is now utterly impracticable to get to Richmond with our gunboats unassisted by the Army. I have just returned from a personal visit to McClellan, & he prefers deferring any such assistance until after he crosses the Chickahominy.

The Secty told me that he had ordered the vessels in the Potomac to report to me forthwith, but, even as yet, none have appeared. It is well, in my judgment, to have a few light draft vessels in the three rivers Appomattox, Chickahominy, & Nansemond, & without the Potomac flotilla I have nothing for the purpose. As for getting the vessels from the Sounds, Burnside will be sure to holler murder! I have already ordered two of them to Baltimore—the Underwriter & Valley City —for repairs, as they could no longer hold out. But it will take much longer to get them here than for the

Potomac vessels to present themselves. Besides, by my last intelligence, an important expedition of Army & Navy was about to start from the Sound to go up the Roanoke river, & to abstract vessels under such circumstances would be to play the wild with the movement. Burnside expects to accomplish a great deal by the expedition, & he relies largely upon the Navy to carry it out.

Our people, who, by the way, are not over-wise about Naval concerns, must not expect impossibilities. I abominate *ad captandum* Naval projects. Every thing is being done that can or ought to be done under existing circumstances. The Mahaska has arrived, & is to go up James River forthwith—send me as much of the Potomac flotilla, of light draft, as you can possibly spare. Good & important use will be made of it. I want to cut off the enemy's retreat at Petersburgh if possible, & to annoy him as much as I can on the Chickahominy. The Army has asked me for two or three gun-boats to go up the Nansemond to Suffolk.

I am compelled to write you in great haste.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 22d, 1862

My Dear Sir:

The Secretary of War has certainly acted very strangely in claiming the destruction of the Merrimac as one of the successes of the Army under Genl. Wool.

The latter, in fact, did not even capture Norfolk, but only received from the Municipal authorities the surrender of an already abandoned city, & nothing else whatever. No defences were included—nothing but the mere City itself. This is the simple truth, &, at the proper time, I shall take very good care to make it distinctly known. Mr. Stanton has misled the public mind with regard to the transaction, & brought very unjust reflections upon me. The destruction of the Merrimac was occasioned by the abandonment of Norfolk & its defences, & the blowing up of the dry-dock, coupled with the fact that she could not get past the Naval force under my command. York River was her object, & Tattnall had actually agreed to go there with her. His first orders were to report to the Commdg Genl. at Yorktown. This he refused to do, & hence the rumors about his having left her; but, at the same time, he distinctly expressed his willingness to go to Yorktown with her & there act upon his own hook, or under the orders of the Secty of the Navy, but not under any mere military authority. All this I gather from the Secession papers. Why he did not carry out his intention one may well conceive. Certainly, Genl. Wool had nothing on earth to do with the omission. I despise humbug above all things, & a prurient desire to blow false notes on any occasion!! Our Army, unfortunately, is too much given to this sort of music, to claim for itself every thing, & to rob the Navy of every credit. Of mere mole-hills too it makes mountains. This is simply shameful because unjust & ungenerous. Truth however is omnipotent, & must prevail sooner or later. If Genl. Wool's heroism & military prowess rests upon his having *captured* Norfolk & occasioned the destruction of the Merrimac, then, I say unhesitatingly, it is based upon an infernal perversion of facts, calculated

to excite disgust rather than any thing better. When I look occasionally, with calmness at our present social condition, & witness the general proclivity of our people to disregard truth, I am really astounded! A lie it seems to me tells better in our newspapers at any time, & is received with more avidity. But I shall have a great deal to say hereafter about matters & things, & in a way to make myself heard. The whole truth shall be heard. Of course I am writing to you as my friend, & in confidence, & it is entirely too hot to say much more; & perhaps, I feel inwardly rather too hot to do so in a way satisfactory to myself.

Had it not been for the Navy in these roads, Norfolk would not have surrendered as it did, nor would the Merrimac have been blown up at all, Messrs. Wool & Stanton to the contrary notwithstanding!!! The mail is about to close & I must wind up.

Very Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private

U. S. Flag Ship "Minnesota"
Hampton Roads, Va., May 23d 1862

My dear Sir:

Old Fort Norfolk, as you well know, after being long abandoned by the Army, was fitted up very many years ago, by the Navy, with an ample magazine, shell-house, Gunner's house, etc, etc, etc, & used by it, exclusively, up to the breaking out of the present rebellion. In short, it is a part of our Naval establishment at Norfolk, & has been so regarded by every body

ever since it was turned over in an almost destroyed condition some 30 or 40 years ago. The Navy has expended a great deal of money upon it, & made it a place of great convenience for the *supply* of our ships with Ordnance. It is of no earthly use to the Army, & is of great use to us. Our Ordnance stores at Fort Monroe are many of them piled up out of doors, & exposed of course to injury, because room enough under cover cannot, or will not be afforded us. Indeed, I may say, they are almost kicking about out of doors for want of accommodation more suitable, & what little of good is given us we are, I have reason to believe, not very welcome to. On representing this state of things to the Secretary the other day when he was down here, he ordered me to move our Ordnance stores forthwith from Fort Monroe to Old Fort Norfolk, but General Wool, on a very ridiculous & childish ground, unsustained too, I think, in point of fact, refuses to allow the Navy to use Fort Norfolk, the Navy Yard, or any thing else about Norfolk that ever did belong to the Navy, without the orders of the President of the U.S. or the Secretary of War. He seems to be disposed to pay no attention whatever to any orders the Secty of the Navy may give in regard to Naval property at Norfolk. Do for gracious sake have this nonsense knocked out of him. He needs combing!

In haste, Very Truly & Faithfully Yours

L. M. GOLDSBOROUGH

Honble G. V. Fox
Asst Secty of the Navy.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private.

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 1st 1862.

My Dear Sir:

Yesterday, some forty of Genl. Wool's Cavalry were bagged by some three hundred of the enemy at Suffolk; &, from what I gather, sheer carelessness must have led to the disaster. Were I disposed to return the General's late compliment to the Navy I suppose I might make the wires convey to Washington "Truly the Army is very unfortunate," but I think that such small stuff is much better suited to the General's *blatherskite* disposition, & therefore shall leave it aside for his exclusive enjoyment. Childhood needs amusement of a trifling kind!

Yrs Ever Most Truly

Honble G. V. Fox
Washington City.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 1st. 1862.

My Dear Sir:

You may have read in the Herald of the 30th May an article about a number of contrabands having been carried off from Cape Henry in a bark, & carried to Cuba, or elsewhere, for sale. I understand the thing to be a lying hoax, written by one of the unscrupulous correspondents of that paper to annoy a Mr. Wilder,

Sup[dt] of contrabands at Fort Monroe, who has contrived to render himself excessively unpopular with the folks thereabouts generally. Of course, to make the lie tell as astoundingly as possible, they had to lug me into the affair.

The "State of Georgia" & "Victoria" recently captured off Wilmington the steamer "Nassau," formerly the famous "Gordon," loaded, I understand, with arms &c. As yet, I have received no official report upon the subject, but yesterday she was at Hampton Roads for coal, & Case, who happened to be there at the time, saw her & directed coal to be delivered to her.

I wish very much that the "Cambridge" could be hurried up at Baltimore, so as to get off Wilmington at once, where she is ordered by me. I telegraphed Dornin with regard to her several days ago, but, as yet, have received no answer to the questions I put to him. Now that the ports South of Wilmington are so generally in our possession, & well guarded, more efforts than ever will be made to run the blockade there. Can you not say a word to Dornin that may hurry her departure?

Very Faithfully & Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 3d 1862.
Midnight

My Dear Sir:

I had counted very largely upon the services of the Susquehanna in reducing Fort Caswell, & had put two, hundred pounder Parrott's, on board of her for the purpose. With these, and the three heavy 64-pdrs. she

has on board, whose normal charge of powder is 16 pounds, I expected to make the fur fly at a great rate, particularly as I found upon consulting the chart carefully that I could place her within rather less than a mile & a half of the works. The heavy 64's are a favorite gun with me. They do smashing work at a mile & a half. The two Parrott's are still on board of her. Would to God I could have her services for the occasion! I should feel much more certain of a rapid success than at present. On Richmond's falling into our possession it strikes me as more than probable that the Merrimac's officers & crew, now at Fort Darling, Dreury's Bluff will be sent forthwith to Wilmington, & they would be worth more to the rebels in the defence of Fort Caswell &c than all the soldiers in North Carolina. The crew of the Susquehanna handle their guns admirably, & are already accustomed to their use under fire against an enemy. This is a great point. I would give her up cheerfully in ten minutes after the fight had come off! With her I could get along well enough without the Monitor or Galena, neither of which can possibly be made available in time. There are, in all, some eighty odd guns to work against in taking Wilmington, according to the information I have received, & Fort Caswell & the Fort at New Inlet together contain sixty of them.

Where is the Powhatan? Or, rather, is she not yet ready for service? With heavy Parrott's—the heavier the better—& the 64's she has on board, I would be glad to have her, if I cannot have the Susquehanna, but I should prefer the latter on account of the advantage of her well drilled crew.

Do, I beg of you, tell Harwood to respond promptly to the requisition for projectiles made upon him by Poor, by telegraph, to-day, at my instance. Otherwise,

the want of them will detain us. I must take a vessel with an ample supply of Ordnance stores along with us, for the gun-boats cannot accommodate enough to last longer than a few hours sharp firing. As far as in me lies I shall have every thing ready to be off without a moment's unnecessary delay.

Our gun-boats are all, except the Monitor, close up to Fort Darling, & ready to strike the moment they can do so with the slightest prospect of success. The Rail-road bridge at Petersburgh is to be destroyed if possible, and thus cut off the enemy's retreat in that direction. If McClellan wants assistance on the Chickahominy, they are to afford it; or, indeed, any other assistance he may require. Co-operation on his part is absolutely indispensable to their reducing Fort Darling. This I have fully explained to him, & he understands the case perfectly.

Give me the Susquehanna if you can.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private

Navy Department
June 3d. 1862.

Flag Officer L. M. Goldsborough
Comg &c &c
Hampton Roads

Dear Sir:

We sent you an order yesterday which will give you the chance you desire at Fort Caswell.

I am exceedingly anxious that you should do this, first, because it belongs to our profession to knock down these conceited forts; second, the public fails to appreciate the important but thankless duty that has devolved upon you of watching over the Army of the Potomac. Richmond seems about to fall and I beg of you to be ready to push off the moment McClellan is there. Otherwise we shall be required to send off the "Monitor" and gunboats to Charleston. I would not wait for other orders but go the first moment you can.

It is the last chance the Navy will have in your squadron.

Most of your gunboats, especially the side wheels, will have to go to Mississippi. They were constructed for that work but the contractors disappointed us. The "Cambridge" was ordered yesterday by telegraph to proceed at once off Wilmington as you requested. Shall we consider that you are off on the fall of Richmond?

Very respectfully &c

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private.

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 4th 1862.

My Dear Sir:

I am in receipt of your private letter of yesterday. I wrote to you yesterday also privately. I of course will be off at the earliest possible moment after Richmond falls, & that too without waiting for any further orders from the Department; but the force I will have

will be very different indeed from what I counted upon. Deprived of the services of four vessels like the Susquehanna, San Jacinto, Monitor, & Galena, to operate against works where every thing is to be done by hard hammering, of course renders success much less certain, & to be defeated is a terrible thought to me. But I will do my very best. If I had but the Susquehanna of the four I should feel that I could make a certain thing of it. Hurry up Harwood with the projectiles. We shall want an abundance of ammunition, & there must be no lack of it immediately at hand. The men's times who shipped for one year are now expiring very rapidly, & they of course cannot be retained. Several of my vessels are now short. Can you not send me 150?

What detains the Brandywine? It is very inconvenient & troublesome for me to provision our vessels with her at Baltimore.

You say that the public does not appreciate my services in watching the Army of the Potomac. This may be the case, but from the letters I have received I am inclined to think otherwise. A certain vulgar sort of public opinion in this country is made up by ignorant & really blackguard writers for newspapers. The correspondent of the Herald for instance, at Fort Monroe, is a creature whose mere looks excite disgust & whose mind is in full sympathy with his degraded appearance. It is but a poor compliment to our social condition & civilization that such miserable creatures can exercise any influence whatever. The Department has approved of my course throughout as far as I understand its sentiments & letters, & the President on leaving here of his own accord, & unexpectedly to me, wrote to me a complimentary letter. This is all I care for. Had I to go through the same scenes a hundred times over again—scenes which God knows occasioned an intensity of

anxiety far beyond expression—I should act precisely as I did. There is not an officer in this squadron that I know of who does not approve of all I did. To be abused in a country like ours is what every man in any prominent position may constantly expect & this holds good from the President down. Writers of newspapers make & unmake reputations with the vulgar & foolish, but never with the wise & virtuous. If I have not served my country faithfully & honestly then I am incapable of doing so, & the sooner I am thrown aside the better. But few men have had to go through with what I have done in the way of labor, responsibility, & anxiety, since this war began. I have most cheerfully given my whole heart & soul to the cause in which my country is engaged, & am willing to give my life if necessary. More it is not in my power to do. I feel that I have a solid right to expect my country to sustain me as long as I remain true to its interests & give it my holiest & best efforts. But I hate to write of myself. I never had any taste for such work.

Genl. Dix called on board to-day. I have known him for many years. How unlike him is that inflated fool Wool, whose logic is so very ridiculous. But Wool is not the only fool in power, as I will plainly show at the proper time.

Give my best regards to the Secretary if you please.

Truly & Faithfully Yrs

Honble. G. V. Fox. L. M. GOLDSBOROUGH.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department
June 5, 1862.

Flag Officer L.M. Goldsborough
Comg &c &c
Norfolk, Va.

My dear Sir:

I have yours of 3d inst. If the "Susquehanna" has not gone you might keep her, but I looked out the chart carefully and found the 18 foot curve is distant two nautical miles from the fort and the Susquehanna draws 19 feet forward—19.6 aft. Farragut having gone up the Mississippi with all his vessels and the enemy having a naval force at Mobile stronger than ours off that port forced us to dispatch her at once. I would not go without the Monitor and Galena for fear of failure. Delay for repairs is better than non-success. The Dacotah was ordered to return and ought to be absent but twenty days. The Tioga and Genesee are promised Saturday next. As you can't move off the requisite force until Richmond falls, I think you will have some time yet.

Truly yours &c,

G. V. Fox.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department
June 14, 1862.

Flag Officer, L. M. Goldsborough
Comg &c &c &c

My dear Sir

I send you a substitute for the old law of 1800, with but few alterations. Please look it over and make any suggestions that occur to you. The Paul Jones now arriving at the Yard will I think be ready to go with you, though Burnside who was here day before yesterday, said that McClellan would be in Richmond in three days of good weather, that is tomorrow. The Adirondack is promised in 6 days, but these matters of engines are very uncertain. However every single vessel that is ready shall go to you. When can Rowan come out, the Powhatan will be ready July 1 so they say and he ought to be there by the 20th or 25th, I believe Davenport is next in rank. He could be left in charge or some other officer sent there as you may advise. Saml I. Hazard and Henry French Comdrs, are waiting orders. The papers report that the Galena sent a bearer of dispatches to McClellan, and that he was captured with his dispatches. If Gillis had applied for his detachment instead of leave, it would have been granted.

Very truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship Minnesota,
Norfolk, Va., June 16th, 1862.

My Dear Sir:

As to the Galena, there is little or no chance of her being used against Fort Caswell. She is, I am satisfied, very much cut up on her port side, & has timbers & knees badly started. She leaks now, in perfectly smooth water, at the rate of five feet a day & has some shot still sticking in her side at the water's edge, which, if removed would no doubt cause her to leak much worse. On all hands, I hear that she cannot go to sea until repaired, nevertheless, I shall determine the point for myself when the time arrives for me to do so.

With regard to the "Monitor," I have stronger hopes that she may be rendered available in some way or other, especially since receiving the late orders from the Department that I am not to make the attack unless I can have at least her assistance of the two. Every thing shall be done that mortal man can do to render her sufficiently efficient for the occasion. The extra pipes I ordered long since, & they are doubtless well underway at our machine-shop.

Beyond keeping the James River open up to the neighborhood of the obstructions, & the moral & alarming effect they produce throughout the people residing on & about the banks of that river, & among the uninformed at Richmond etc, our vessels are really of no other service, & cannot, as things stand, be made to render any other. The obstructions at Drewry's Bluff—Fort Darling—are wholly impassable. The river there

is but 100 yards wide & it is completely blocked up, all the way across not only by piles thoroughly well driven by steam & sunken vessels, but also by huge blocks of stone, cargoes of brick, & a great deal of hydraulic cement, thrown in to fill up interstices & render the work really a dam rather than an ordinary impediment. Besides, two miles above, there is another work of the kind, although much less formidable, & then again vessels are sunk in the channel way, which, of course, is necessarily extremely narrow, all the way from Fort Darling to Richmond. Abreast of Fort Darling, directly where a vessel must go to reach the obstructions, *4 Tons* of powder are placed under water, to be exploded by a lock with its string leading to the shore. The fort itself standing high up mounts 14 guns, 3 of which are 10-in, & several of the rest are very heavy & rifled. Three miles or so below the fort, just at the turn of a bend, there is also a battery of 3 heavy pieces. All this information I get from deserters who have been actually serving in the Fort, & it is abundantly confirmed by my own officers & others. Smith Lee commands the Fort, & Tucker, Farrand, & some half a dozen more of our old officers are associated with him. Wonderful pains have been taken by the enemy to secure the river against the approach of our gun-boats to Richmond. They even tore down two fine warehouses in order to use their materials for filling up the interstices of the obstruction abreast of Fort Darling. McClellan never has been strong enough to make a flank movement upon this fort, & thus aid the Navy in reducing it. The withdrawal of McDowell's corps of 35000 men from his command at the commencement of the campaign was a sad affair, & one that has occasioned McClellan great embarrassment, the loss of

many valuable lives, & materially prolonged the taking of Richmond. Numerically, the enemy at this hour is stronger than he is, for, beyond a doubt, the enemy's forces at Richmond now amount to 200,000 men.

I forgot to say that Fort Darling is manned by 250 sailors, & there are also stationed at it a regiment & four companies of soldiers. The sailors desert whenever they can. Four of them, & one soldier, were brought to me yesterday, all of whom, after pumping them dry, I turned over to the Provost Marshal of Norfolk for his custody.

I have now no less than nine steamers off Wilmington, & shall still send the two new gun-boats off there as soon as they arrive. None of them however will be fast enough to catch the Nashville in a chase, but if they do not keep every thing from getting into Wilmington then I shall be for jerking their skippers without gloves.

I have already instituted a court of inquiry to investigate the escape of the Nashville into & out of both Beaufort & Wilmington, & as soon as I get results, I shall, of course, forward them to the Department.

Has it ever occurred to you that no Commanding Navy officer, since this war begun, has ever been rewarded for any thing he has done? If an Army officer however does any thing even although it be only to mount his horse & ride a few miles to accept the surrender of an abandoned city, as in the case of Wool, he is forthwith elevated in rank, & many perhaps, like Wool come in for a genuine embrace by his Secretary! Even when associated together to accomplish a common end, the Army officers are the only ones benefitted in rank; & indeed, they carry off the cream in every respect, & leave to us but the swill of skimmed milk. We,

poor devils, who had the misfortune to be put upon the retired list simply because we had served our country faithfully for a definite period, must be content to be put back again to our original positions—beyond starvation for ourselves & families. Why was this rule not applied to the Army? The distinction is invidious in the extreme, especially considering the effect it produces. To speak of affairs within my own positive knowledge, Burnside, besides receiving the thanks of Congress, & *doubtless duly conveyed to him* (although, perhaps, not so formally & graciously as they were to McClellan for his affair of Williamsburg, where a committee of Congress was appointed for the purpose) was, for the affair of Roanoke, made a Major General, instanter. You well know who originated the expedition which brought about that affair, & the records of the Navy Department will at any time establish the fact. Nevertheless, the expedition from Dan to Beersheba, was recognized only as Burnside's. Even in the public documents, framed at Washington, his name had precedence of my own, altho his rank was but that of a Brigadier Genl. whilst mine was that of a Major Genl. He by the papers, took Elizabeth City, when, in fact he did not even know that an expedition had been dispatched to that place by me until after it was taken! He accomplished every thing, *for it was his expedition!* I did nothing on any occasion! Can a course like this be encouraging to Naval officers? Is it just? Is it not ridiculous? I receive many letters from Navy officers shewing great heart-burnings & they will be sure to burst forth ere long. As compared with Army officers, they are certainly treated as an inferior race of men, & they are getting very restive under it. It is true that no Navy officer has any political aspirations; no desire

to become either President of the U. S., Senator in Congress, Governor of a State, or the like; & it may be on this account that all, comparatively, are disregarded, & may be used rather as tools & subordinates to the Army than as equals to say the very least of them. It should be borne in mind that rank is the dearest object on earth to an officer whether he be Naval or Military, & to see it bestowed, I may say almost indiscriminately, in the way it has been, in favor of one branch of the service, & under fully equal claims, denied to the other, is not only intensely mortifying but well calculated to excite even disgust.

A Navy of any pretensions whatever with no higher permanent rank than that of Captain—a title, too, worn so thread-bare in our land as scarcely to command respect!! Did the rest of the wide world ever hear of any thing of the sort! Rank, if you please, is but a fiction at best, but nevertheless, it is the happiest desire that ever was conceived for the maintenance of discipline & good order, &, at the same time, it is the most glorious reward to confer for merited services.

You will of course not misunderstand me in expressing myself so freely. The Navy deserves encouragement, & it ought not to be mortified as it has been. Its officers, man to man, are as good to the country relatively as those of the Army, & should be held in as high esteem; but this, you well know, is in truth, not the case, & it never will be until it is given higher grades of rank. I understand that Congress contemplates something of the sort, but, from the way it lingers, it is quite evident to my mind that it is as likely to fail as succeed—to be adjourned over for some session yet to come—the next century perhaps. If the President could be induced to intercede energetically & heartily

in the matter, something might be done, otherwise, I fear the worst.

It is now past midnight of the 15th considerably, & so I must close.

With every sentiment of regard

Yrs most Faithfully & Truly

Hon. G. V. Fox. L. M. GOLDSBOROUGH

CORRESPONDENCE BETWEEN
G. V. FOX AND D. G. FARRAGUT
WEST GULF BLOCKADE
JANUARY 18, 1862, TO OCTOBER 19, 1864

ADMIRAL DAVID GLASGOW FARRAGUT, U.S.N.

Born, Campbell Station, Tenn., July 5, 1801
Died, Portsmouth, New Hampshire, August 14, 1870

December 17, 1810	Midshipman.
August 12, 1811	Joined the *Essex,* Pacific.
April 10, 1815	Ordered from the *Spark,* New York, to the *Charleston.*
December 18, 1815	Ordered to report himself to Captain Jones, for duty on the Frigate *Macedonian,* at Boston.
January 16, 1816	Ordered from the *Macedonian* and to the ship *Washington.*
November 20, 1820	Report for duty at New York.
June 6, 1821	Report for duty on Norfolk Station.
May 22, 1822	Report on board the *John Adams.*
January 13, 1825	Lieutenant.
April 26, 1825	Ordered to Washington on Court of Inquiry.
August 9, 1825	Ordered from Norfolk to the *Brandywine.*
August 18, 1832	Detached from the Receiving Ship, Norfolk, Va., and report for *Vandalia* by the 15th of September.
August 29, 1832	Previous orders revoked, and leave two months.
December 4, 1832	To the sloop *Natchez.*
July 18, 1837	To the rendezvous at Norfolk.
March 14, 1838	Detached from the rendezvous at Norfolk and to the West India Squadron.
November 13, 1840	To the Ordinary at Norfolk.
February 23, 1841	To the *Delaware.*
September 21, 1841	Commissioned Commander, to rank from the 8th of September.

December 21, 1841	Continue on board the *Decatur* as executive officer.
February 24, 1843	Detached from command of the *Decatur* and home three months.
April 17, 1844	To the Receiving Ship at Norfolk.
October 1, 1845	Detached from the Receiving Ship *Pennsylvania* and to the Norfolk Navy Yard.
March 9, 1847	Detached Norfolk Navy Yard and to command the *Saratoga.*
March 3, 1848	Detached and three months' leave.
April 10, 1848	To Norfolk Yard.
April 29, 1850	Detached and await orders.
March 15, 1851	To Washington for Ordnance duty.
April 30, 1852	To Ordnance duty at Norfolk.
August 9, 1854	Detached and to command the Navy Yard, Mare Island, California.
September 14, 1855	Promoted to Captain No. 4.
December 9, 1858	To command the *Brooklyn,* January 1.
September 13, 1860	Detached on reporting of successor and return to New York, relieved October 21.
November 6, 1860	Detached October 21, and three months' leave.
September 30, 1861	Member of Board for better organization of the Navy.
December 15, 1861	Detached and report to Department, Washington, D. C.
January 9, 1862	Command of the West Gulf Squadron.
July 30, 1862	Commissioned a Rear Admiral on the Active List from July 16, 1862.
March 3, 1863	Re-commissioned No. 9.
December 31, 1863	Commissioned Vice Admiral.
December 14, 1864	Detached and three months' leave.
January 24, 1865	To command the Naval Forces in the James River.
February 2, 1865	Detached and on special duty.
March 25, 1865	Detached and return home.
May 3, 1865	President of Board of Visitors at the Naval Academy.

January	17, 1866	To special duty at Washington.
July	26, 1866	Commissioned Admiral.
June	6, 1867	To command the European Squadron.
November	10, 1868	Detached and await orders.
August	14, 1870	Died at Portsmouth, New Hampshire. Buried in Woodlawn Cemetery, New York.

[D. G. FARRAGUT TO G. V. FOX]

Philadelphia Jany 18th 1862
Continental Hotel

Dear Sir/

I was in hopes that you would have stopped at this place to see the state of progress—all we wait for is the men, the Sea was too heavy on the Eastern Shore for the Pilot to venture out with the Ships this morning, but she will go down to the Fort for her powder so soon as the wind changes or the ice breaks away. We hear nothing of the men from Boston. Will you be good enough to inform me where you consider the Western *limit of St. Andrew's Bay*—as I wish to know if Mobile or Pensacola come within my limits—(as appears to be the case by the charts I have seen) & at the same time I have no wish to infringe on Flag Officer McKean's command.

I would also be glad to know if my appointment has passed the Senate. The Pay Master is also a little anxious to know if he has passed, in order that he may be able to give his securities before he leaves the North.

Very respectfully your Obedient servant
to D. G. FARRAGUT
G. V. Fox Esq U.S.N.
Assistant Secty of the Navy
Washington, D.C.

In pencil on back of previous letter

[G. V. FOX TO D. G. FARRAGUT]

My dear Sir

I wrote you yesterday and today your final instructions go to the Senior Naval officer at Hampton Roads. St. Andrews Bay has two entrances one on each side of Hurricane Island. The instructions consider these entrances as belonging to the eastern gulf squadron but every harbor entrance West of this following the shore line to Mexico is yours. If you think the order is not clear enough let me know and we will write you an official letter. If Goldsborough can spare the Congress we will send her home and prepare her for a store vessel as the Vermont is being prepared.

When you get to Hampton Roads give us an opportunity to answer the letter announcing your arrival as there will be dispatches for the Gulf. We will try hard to get an especial dispatch for you to use between Key West and Ship Island with a large condenser on board, hose pumps etc. I will see Mr Hale about the Pay Master's promotion. Yours is all right. Your men leave Boston in a steamer this morning. Porter thinks all the Mortar boats will be off in a week.

Yrs mo. truly

[D. G. FARRAGUT TO G. V. FOX]

U. S. S. Hartford. Fortress Monroe
Jany 30th 1862

Dear Sir

On my arrival at this place I recd all my instructions, both as to what is expected of *me*—what is expected of the Blockading Squadron; & I hope I will be able to realize the expectations of the Dept. If I get the force promised, I will certainly not complain of the want of force, for my expeditions; there may be more places for *light draft vessels* than we can supply immediately, but we can certainly make it better, than it has been; & I shall endeavor to make the vessels keep their Stations— My greatest anxiety now is to have proper comforts for the sick & wounded (for somebody will be hurt)— I directed Dr. Wood to make a requisition on the Bureau for 100 Iron Bedsteads &c which I shall place on each side of the gun deck of the Frigate or vessel Hospital Ship. If I don't hear from you in time I will convert the Potomac as soon as I am ready—& take a suitable steamer with me to receive the wounded & convey them to Ship Island. I am familiar with these operations, as I was a quiet looker on in Vera Cruz, when the French attacked that place; and made my notes of all their arrangements. They had a Frigate well fitted for the purpose with every facility for getting the men on board without torment. I can direct it all, if I have the ship & appliances for the wounded. It is a great gratification to *Jack* to see that his comforts are looked to, when he is sick. Tourniquets are wanted in large quantities as more men lose their lives by

bleeding to death from want of early attention, than from the severity of the wounds.

I am sorry to lose our Surgeon as the Assist. is very young & inexperienced, we will want Medical Officers I fear. I mention these things that you may understand them, not that they will detain me from moving ahead, the moment the vessels are ready; with my best wishes for your prosperity and all things

I remain very truly Your obedient Servant

D. G. FARRAGUT

To G. V. Fox Esqr.
Assist. Secty of the Navy
Washington.

P.S. Please to make my respects to Mrs. Fox & the other ladies.

Respy D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

U. S. S. "Hartford"
Key West Feby 12 1862.

Dear Sir

Looking over my charts and the work before me, and learning the difficulties with the Captains of the chartered vessels, it suggested itself to me that if the Bureaus could make their charters with the parties to deliver coal and other stores at Ship Island or such other place in the neighborhood as the Flag Officer of the Western Gulf Blockading Squadron may direct, it would save much trouble and great expense to the Government.

You will perceive how much nearer the mouths of the Mississippi the Isle of Britton is than Ship Island, the latter sixty and the former about fifteen miles.

My Coast Survey Assistant informs me that the anchorage is good and safe at Isle Britton. This would give me great facility in supplying the vessels at the mouths of the river, while Ship Island would be better for other operations to the eastward. This and the small steamers of light draft, not over five feet, are now next my heart and give me most anxiety. Captain Bell tells me that "he left at New York the steamers 'Sachem' 'Uncas' 'Seneca,' 'Madgie,' 'Patroon' and 'Victoria,' they would all be of infinite service to me, but two of the lighter draft are almost indispensable. The Tortugas is too distant to have my munitions of war when I commence operations, and until I get a house I shall put them into one of the vessels, which will answer a better purpose.

You are pleased to say that I "expressed myself satisfied with the force I had to accomplish my work." I beg you to understand that, that observation did not allude to the blockade of the coast, but to a specific work. I find that I have fifteen sailing vessels, and wiil have to put them all on the blockade, and you are well aware that they are very insufficient guard against steamers, particularly in calm weather, but I promise to do the best I can with them. I will place them to the best advantage, and make them lie there until relieved. I can also use some of the sailing vessels in my bombardments and will do so whenever it can be advantageously done.

I hope to realize your expectations as well as my own, but I know that there are many difficulties to be met, and wish to anticipate them as far as possible, one of the greatest on the Southern Coast is the shallowness of the waters we have to operate in, but by having vessels of light draft, they can almost invariably be circumvented. F. O. DuPont is doing it now, and I can

cut off nearly every Fort along the coast from the reinforcement and supplies by vessels of less than six feet draft.

Medical Officers and Mechanics are also much needed to ensure success: the small steamers F. O. DuPont informs me are constantly getting out of order, and I fear our workmen are few and not of the best, so I trust you will do the best you can for me in all these particulars and believe me

Very respectfully and truly

Your obedient Servant

G. V. Fox Esq.
Asst. Secy of the Navy
Washington, D.C.

D. G. FARRAGUT
Flag Officer Western Gulf
Blockading Squadron

[D. G. FARRAGUT TO G. V. FOX]

U. S. S. Hartford
Havana, February 17, 1862

My dear Sir:

Agreeably to instructions I stopped at Key West, and coaled, and then came over to this place—communicated with Mr. Shenfeldt, who was very glad I had arrived as he had had a correspondence with the Gov. Gen[l]. in relation to one of Comd[r]. Ridgely's boat's crews insulting the captain of a Secession vessel in the presence of his wife in gross language—in which case the Gov. Gen[l]. has appeared to act on ex parte statement, and actually used a *threat* as to what he would do if it occurred again, etc. but Ridgely denies the whole as a base fabrication of the Secession Captain. I arrived on Saturday evening at 8 P.M. and intended to leave the next day, but while moving up the harbour

one of the boilers was reported as having sprung a leak and the engineers have been working upon it up to the moment of departure, which will be at 5 P.M. I have interchanged courtesies and salutes with all the Flag Officers in Port, Spanish and French. I did not call on the Governor General for the reasons above stated.

I hope to reach Ship Island in 4 days at the furthest, as my ship is miserably slow if the wind is not favorable. I wish to pitch into Fort Livingston as soon as possible to give my men practice. I do not apprehend that it will be a difficult task to take it. The distance is the only obstacle, but I will be ready for my other work the moment Comd[r]. Porter's Bomb Fleet is reported. Barataria is the channel through which they would send reinforcements and supplies to the *Forts* after we get in the River, and therefore I wish to settle that plan and turn it over to the army before I go up the River, but if the Bomb Fleet is ready I will not wait even to do that, and if there is any objection to my doing so please let me know by the Mail Boat. I assure you I came to work and shall not stop a moment longer anywhere than I am compelled, and if I get a successful entrance I shall not stop until I meet Foote. In the meantime I remain

Very truly and respectfully

Your obedient servant,

To G. V. Fox, Esq[r].
Assistant Secretary of the Navy
Washington.

D. G. FARRAGUT
U.S.N.

[D. G. FARRAGUT TO G. V. FOX]

Private

U. S. S. "Hartford"
Ship Island, March 5, 1862

Dear Sir:

The "Pensacola" arrived here on the 2nd just in time to escape a severe norther which has now been blowing for nearly 24 hours. Had she encountered it God knows when she would have arrived. They represent the engines as perfectly worthless. The engineer is afraid of the lives of his men, and said it would not run an hour longer—that I will test. I have sent Captain Morris down to the mouth of the river under sail, with orders to get over the bar if possible, and gave him a pilot, but I will be there to help him over, and the moment Captain Porter arrives with his Mortar Fleet, I will collect my vessels (which are pretty close around me) and dash up the river, but I do not wish to make a display before I am ready, as I wish to keep up the delusion that Mobile is the first object of attack. If the "Mississippi" can be gotten into the river, she will be a great help in turning the lame ducks, as well as her battery.

I sent on shore at Boloxi the other day and took a great many newspapers from the Post Office, dates up to the 25th ulto, which contain accounts of their defeats at Donaldson and the surrender of Nashville, and there is a great fear of everything of New Orleans, so that I think they are becoming very much demoralized and there could not be a better time for the blow to be struck by us, and you may depend upon its being done the moment the Mortar Boats arrive.

I will collect all the gun boats within striking distance and replace them as well as I can by sailing vessels. I have directed Captain Craven some days since to take his station at the head of the Passes with the gun boats. I have not heard from there since. I have been waiting here to repair my damages, and for the "National Guard" that had my two 9 inch guns on board, and she and the "Pensacola" arrived the same day. We took the guns in and exchanged the XI″ gun of the "Pensacola" for one of the "Niagara's." F. O. McKean has sent the Potomac to Vera Cruz which disappointed me in making her useful in this emergency, for I want her to take the place of vessels which I must have for the River, or as a permanent Store Ship, Hospital Vessel, etc. For the time being I will have to employ all the sailing, and a few of the purchased vessels (steamers) to do the blockading until my work is done.

March 5th, 8 P.M. Since writing the above Capt. Alden has arrived and brings me the report of Comdr. Porter from Key West saying that he will be ready in a few days. In the meantime I will be getting some of the vessels over the Bar. I will do all that man can do to get the Colorado over. I did not think it possible but Alden says it is, and I know his energy and industry can accomplish much when aided by such a force. I am delighted to receive such a force, but believe I would have carried out my promise with what I had. I would have been obliged however to withdraw my ships from other points. I know all the forces of the Confederates from two deserters who came off from Fort Pike. They have seven companies at Fort Jackson and St. Philip. The deserters tell me they are sending every man they can to the Northern Army.

I enclose herewith my general order to show you that I have not forgotten the Howitzers in the Tops. That

I will be able to carry out the wishes of the Department I have little doubt if I am spared, and if I am not, some one will I trust as I shall make provisions for all the contingencies I can. I am greatly obliged for the plans of the Forts, although I had obtained all the information I wanted except the entrances in case I wished to storm it. Permit me to express my thanks and gratitude for your exertions to send me this force.

Very respectfully and truly

Your obedient servant

G. V. Fox, Esq., D. G. FARRAGUT

Assistant Secretary of the Navy

Washington, D.C.

[G. V. FOX TO D. G. FARRAGUT]

"Unofficial"

Navy Department

March 7—1862.

Dear Commodore:

I have yours of the 17th inst. from Havana, and have conferred with the Secretary relative to an attack first upon Fort Livingston.

He thinks you should not allow any operation to interfere with the main object of your expedition, the success of which is the downfall of everything else. Moreover, our friend Foote will be ahead of you, if he continues his successses in the West as he is about to move down the river with his iron clad boats and 30 motor boats.

A success at Fort Livingston would cause some delay and might tend to strengthen the other forts, whilst a want of success, as at Fort McRea, would do us most

serious injury. If we fail let it be at the main point, where, if you succeed all other victories are cast in the shade.

Very truly yours,

G. V. Fox

Flag Officer D. G. Farragut
Comdg Westn Gulf Blockdg Squadron
Ship Island.

[D. G. FARRAGUT TO G. V. FOX]

Private

U. S. Ship Colorado, March 21, 1862

Dear Sir:

It has been blowing a gale of wind the last 2 days from the N^d^ & W^d^—the Mississippi & Pensacola are lightened as much as it is possible to lighten them; they both draw 18 feet, the Mississippi forward and the Pensacola aft—we hope to tip them to 17 feet and tug them over. I will be off with them the moment the wind lulls. General Butler arrived yesterday, I called on him—he appears to have no different plans but will *hold* what *we take*—I'll see him again today if I can land.

My ordnance stores have arrived, which was a great relief to me, also one vessel of coal. I hope others will soon follow, but it should be sent in vessels that can cross the Bar, not drawing over 14 feet or 15 at the outside. If I succeed in this great enterprise, the rest of my work will be easy, but I am fully aware of what I have to encounter, and will endeavor to prepare for it in the best manner; but it is a hand to hand business, and the hardest must fend off; but it is just what I like; something *decided,* comes up to the old saying, "a

golden chain on a wooden leg" or still more likely "Death or Victory." I have no fears but all will do their duty, and if Fortune does not frown upon us, we will be in the land of promise in less than 10 days.

I feel most grateful for your kind wishes and confidence in me, and shall endeavor to merit the confidence and realize the expectations of both my friends and the country. If I *fail,* it will not be for want of exertion, or determination to accomplish, but to some circumstances beyond my control. If I succeed I will have my reward—God grant that we may, more for the sake of my country than myself.

Very respectfully and truly

Your friend and obedient servant

To Gustavus V. Fox, Esq[r] D. G. FARRAGUT
Assistant Secretary of the Navy U.S.N.

P.S. Please present my kind regards to the ladies and Mr. Blair. Respectfully, D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

"U. S." S. S. Hartford.
S.W. Pass. Mississippi.
April 7th 1862.

Dear Sir:

I beg to state that unless the coal arrives soon, we shall be paralyzed. We have been expecting the "Kuhn" for three weeks. I last heard of her on the coast of Florida, where L't Commd'g Drake was taking out coal to land. I shall send after her immediately, and if Lieu't. Drake has done as reported, I shall make formal report on the subject. But for the Army we should not have been able to get our ships over the bar;

and now, have not enough to keep the vessels ready for the river service they have to perform. We are also greatly in want of kedges, and Hawsers. Six kedges of from one to two thousand pounds, ten Hawsers from Eight to Eleven inches. These articles are now of the first necessity after the coal. Please to have the request attended to:

And Oblige.

Your Obd't Serv't

To G. V. Fox Esqr. D. G. FARRAGUT

Asst. Secy of the Navy. F.O.

[The following penciled note by J. Lenthall is written on the back of the letter:]

During the month of March 6 600 tons of coal was shipped to Ship Island, and in the month of April to the 18″ a further quantity of 3 900 was shipped and at that time almost 4 000 tons was loading for the same place. The barge 'Julia' that left Phil. on the 7th March is reported at Ship Island on the 6th and the vessels that left Phil. for Key West from the 6th to the 22d of March are reported to have arrived or to be at Key West on the 2d of April. A coal vessel for Ship Island that sailed on the 6″ March is reported in distress at Key West on the 2″ April.

Flag Officer McKean in a letter of the 16″ April states that he has just sent to Ship Island three vessels with coal. Unless the vessels have been lost at sea there was reason to expect arrival of coal at Ship Island every day—a vessel that sailed on the 14″ Feb arrived on the 2nd April. The Comdt of the New York Yard has been requested to send the kedge and hawsers herein asked for.

Respy J. LENTHALL

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

U. S. Flagship "Hartford,"
Mississippi River, Head of Passes,
April 8th 1862.

Dear Sir:

I am at last able to announce that the Mississippi and Pensacola are over the Bar, thanks to the Tugs and the exertions of Captains Porter and Renshaw and Baldwin of the Westfield and Clifton. We had a strong Southerly wind yesterday, which raised the tide, and they brought the Pensacola over by main force. We are now getting their Stores in with all possible dispatch, and as General Butler has assured me that we shall not want coal as he has 1 700 tons, and we are expecting two Vessels, in a day or two, with 680 Tons, in additions to the Cargo on the Bar, we will be able to move in a very few days.

General Butler says he will come into the River and watch the course of events, and be ready to render any assistance in his power.

One of my first acts, on being ordered to this Service, was to call upon the Fleet Surgeon Wood, to make large requisitions on the Medical Bureau for the proper means of taking care of the wounded, which was done in Hampton Roads—and yet, the Surgeons all tell me that there is not enough material to dress the wounds of 100 men, properly, for a week—I hope it may be on its way, as I have often told you, many are to be hurt in this

attack, and they should be properly cared for. I hope to be at our work by the 15th.

Very truly & respectfully

G. V. Fox Esq.
Assistant Secretary of the Navy
Washington, D.C.

D. G. FARRAGUT

[D. G. FARRAGUT TO G. V. FOX]

Flag Ship Hartford
New Orleans May 7th 1862

My dear Sir,

I have been detained here by a thousand things pressing on me, but I hope to be off today up the River how high will depend upon the River if it begins to fall I must drop the larger vessels down, but the Oneida with 7 or 8 Gun Boats is at Vicksburg by this time the Brooklyn was at Baton Rouge 2 days ago.

You must send me more vessels, I did not wish our enemies to know the fact but I have scarcely a vessel fit to go out of the River for active service, they are so battered, by getting foul of each other as well as the shot—but in the River they will get along, but before I go to Mobile I ought to have vessel in good condition. The Mississippi is ready to break down by a shot having cut the Braces of the end of her shaft on one side.

The Pensacola has never been reliable one moment except in the action, when she did her duty well—she & the Brooklyn came in to my rescue, much to the annoyance of the crew, who thought that "she had no right to be shoving herself in between us & our enemy"— They said *"scrouging"* in between us-– but

I looked to the intention, & as it was to save us from a broken head, I found no fault with them—do send us our vessels kept at Norfolk— I saw a dispatch to day by the Rebels saying that the Merrimac had gotten out and was coming here. If it is so, which of course I don't believe it is an everlasting disgrace to the Navy. We have taken care of our own rams & I think it hard to impose those of other places on us— I am now after one up the River, before she is finished. The last news was that they were blocking up the channel to Mobile —by sinking vessels— I shall push down there as soon as I get back from up the River. We have possession of all the Forts except Mobile & Pensacola. Give me the vessels & I will soon close the blockade, from the Rio Grande to St. Andrews Bay—but nearly every Gun Boat must go into a Dock yard for repairs.

The large ships except the Mississippi will do very well, with our own repairs,—they are each cut badly under the counter but not so near the water line as to interfere with anything, but may leak a little— I have an account drawn of every thing now— You may ease up on the coal a little as our supply is very large & in the River the consumption is less than outside.

Very truly & respectfully

D. G. FARRAGUT

U. S. Navy

[G. V. FOX TO D. G. FARRAGUT]

N. O. captured
April 24, 1862.

Navy Department
May 12, 1862

Flag Officer D. G. Farragut
Western B'g Squadron
My dear Sir:

Your unparalleled achievements are before the country and gratefully acknowledged throughout the breadth of the whole land.

I am sure I have never read anything equal to it. Having studied up the localities and defenses in conceiving this attack, I can fully appreciate the magnificent execution which has rendered your name immortal.

The rebellion seems caving in all around and I think we will have very little difficulty in taking the whole coast. The only anxiety we feel is to know if you have followed your instructions and pushed a strong force up the river, to meet the Western Flotilla. We only hear of you at Baton Rouge. The opening of the Mississippi is of more importance than Mobile, and if your ships reach Memphis in the next few days Beauregard's army is cut off from escape. We listen most anxiously for word that your forces are near there. What could have kept that Kensington so long from you? Somebody on board must be in fault.

I will write you again in a few days, in the meantime believe me how happy I am at having relied entirely

upon the Navy to capture N. Orleans. I maintained it and the country is satisfied with the result.

Sincerely yours,

G. V. Fox

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
May 17 1862.

Flag Officer
D. G. Farragut
My Dear Sir:—

In last night's New York papers it was stated in Natches and Cairo that your squadron had returned to New Orleans, instead of continuing up the river to Memphis. This information may not be true, but the probability of it has distressed the President so much, that I immediately dispatched the Dacotah from Hampton Roads by telegraph to proceed with all speed to notify you to carry out the instructions of Jan 20th marked confidential. So soon as we heard of the fall of New Orleans we notified Foote and Halleck that you would be in Beauregard's rear at once; and we learned with great pleasure that a division of vessels started from New Orleans on the 26th and a little later we heard of the capture of Baton Rouge, and later still that they were near Vicksburg, and yesterday that they had *returned* to New Orleans. This retreat may be a fatal step as regards our western movement, since an advance to Memphis would have been the means of forcing Beauregard to fight or retreat, besides capturing all the enemy's gun-boats which have already made one attack upon our western flotilla, and are preparing for another.

We hear of their fortifying the river with the utmost expedition, to prevent your ascent, and you may now find formidable obstacles which you would not have done, after the panic created by your magnificent dash —but still it is of paramount importance for you to go up and clear the river with the utmost expedition. Mobile, Pensacola, and in fact the whole coast sinks into insignificance compared with this. The first question we asked Bailey was how many ships you had sent up. He said "None." I said "Impossible the instructions were positive, and founded upon the probability of a condition of things which has happened exactly as anticipated, and the carrying out which will be the most glorious consummation in history." He said, he thought you had *forgotten* them. I have hardly slept since, especially as three weeks have passed and nothing except a return is rumored. I send this by a fast boat chartered for Ordnance stores and she may reach you before the Dacotah with the telegraph.

At any rate there is not a moment to be lost in the Mississippi.

Very respectfully &c

G. V. Fox

[D. G. FARRAGUT TO G. V. FOX]

U. S. Flag Ship Hartford
Baton Rouge. June 12 1862.

Sir:

Before leaving New Orleans I informed the Bureau that I had sufficient coal and that I should not want any more sent out during the next month. We still have plenty on hand but I find great difficulty in having it

sent up the river. I am urging Cap't. Morris at present to try and charter a sea going steamer to bring it up to us by the five or six hundred tons, and if he can succeed in procuring one, she together with the "Tennessee" may keep our vessels supplied.

The river steamers have no accommodation for carrying coal, and the Masters of the coal vessels positively refuse to be brought up the river as they are liable to be fired on from every bluff. In fact I am obliged to give convoy to every unarmed vessel that goes up. Our last information from above, Vicksburg papers of 5th 6th & 7th inst., state that Beauregard has fallen back from Corinth to Kollonna and that it is their determination to make a final stand at Vicksburg. The Wissahickon and Itasca were very roughly handled at Grand Gulf, but ultimately drove the enemy off.

The mortar boats leave New Orleans today and I shall leave here perhaps to morrow with the Army to commence a succession of attacks on the various bluffs between this and Vicksburg, before which place I will arrive as soon as possible.

As I before stated the Gunboats are all in a dilapidated condition & unless more vessels of that class are sent out for this duty I fear we will have great difficulty in carrying out the views of the Department, particularly as fever, dysentery and diarrhoea are beginning to affect our officers and men seriously. The Pay Master of the Kathadin died a few days since making the third Paymaster we have lost and a number of the officers and men are quite sick so that we will require officers of each grade to fill the vacancies.

Very Respectfully Yr. Obt Servt

G. V. Fox Esq.
Asst Secty of Navy
Washington, D. C.

D. G. FARRAGUT
Flag Officer
West. Gulf Squad.

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
September 9, 1862

My dear Admiral

We have all your dispatches by the "Rhode Island" and I thought I would drop you an unofficial note by the "Potomska," to let you know of the "Situation." Our armies have been out generalled and the rebels are in Maryland in force. McClellan has moved up the north bank of the Potomac with 100000 and before the Potomska sails we shall know the result. The position here is about what it was when you left and the Potomac again full of gun-boats. Wilkes is to be sent into the West Indies with a flying Squadron composed of Seven Steamers, in the pursuit of "290" and the "Oreto," rebel privateers. We have our navy yards, filled with broken down vessels, and we know your wants and will exert ourselves to help you, but the more we send, the more they seem to come back. The Adirondack, a 14 knot steamer, is a total loss. The Ironsides is nearly ready, and is a success.

The first new Monitor will be ready Octo. 1, others will come out during that month. Their first strike must be Charleston, where all the munitions go for the use of the rebels. I notice you speak of Mobile. We don't think you have force enough, and we do not expect you to run risks crippled as you are. It would be a magnificent diversion for the country at this juncture, but act on your own judgment and do not give way to any unnecessary risks. We only expect a blockade now and the preservation of New Orleans. I hope you will have a fine depot at Pensacola, using the Potomac,

Vincennes, and Marion for store ships, guard ships, or hospitals rather than send them some. One of them will do for Mobile when it is taken, and the others for any other port.

We will give you all the mechanics, machinery, or anything else you require. It is a dark time for us just now and the country asks for another naval victory, but my opinion is that *wood* has taken risk enough and that iron will be the next affair. We shall triumph I am sure of it, thanks to our gallant Navy. Shall we continue sending you more men? We are now shipping faster than usual, though most of them are lands-men, but of a superior class. I think most of the Soldiers from the Southern Country are in Kentucky and Virginia.

Truly yours,

G. V. Fox

[D. G. FARRAGUT TO G. V. FOX]

U. S. Flag Ship Hartford
Pensacola Bay Oct. 11th 1862

Dear Sir:

I have rec'd your kind letter, & I agree with you, that this is the time for a diversion, by an attack on Mobile. It is impossible to prevent these fast steamers from running the Blockade in very dark nights. You are lying still, & the vessel is upon you before you see her going 12 or 14 knots & before you can get your men to aim a Gun she is past you, if you hit her, it is all up with her but, the chance of hitting is small under such circumstances. I have no doubt that Capt Preble was perplexed between the risk of firing into a British man

of War, & letting a Rebel pass—& he hesitated 3 minutes too long—the firing was very bad, but the Rebels say they struck the vessel several times, killed one man & wounded several— Most of her crew were down with the fever & she still lies in quarantine at Point Clear— Preble had only recently joined the vessel but as he says, he was perfectly surprised when he saw his shells flying over the Steamer, but they all struck this side & ricochetted over her.

I have another case which I am now bringing under a court of enquiry—the sailing of the Cuba which has arrived at Havanna from Mobile— Woodworth in the Jackson rec'd orders from Alden & myself to go up to Petit Bois pass to assist in capturing the Cuba or some steamers seen there. He comes up & writes me word that he passed 2 steamers in the Sound, & never took notice of them, but thought they were going to Pascagoula & when he went back, after reporting to Alden he says he did not see them, & thinks it was a mistake, the fact was as I told him, they were bound to sea, & had probably gone there today Capt Hunter of the Montgomery reports the Cuba & Clio in Havanna—I shall therefore have a Court of enquiry on Woodworth.

You distress me by taking from me such men as "Crosby"— I send home by "Rhode Island"—Thornton Crosby & Blake; (& Swasey was killed) & must supply their places by Boys, ardent, but totally inexperienced.

I feel no fears for New Orleans & never have. If we could take it from them, when they held all the vantage ground, of Forts, Fleet of Iron Clad Batteries & 14 Rams & an Army at New Orleans. How can they take it from us when we have all those advantages & our Fleet in the River! When they have nothing, but our

fears to operate upon! They have tried all sorts of lies, to frighten us—& I am sorry to say they succeed very often. At Mobile it is different they have 3 or 4 Iron clads in construction & no doubt they would be very formidable in shoal water, where our ships can not operate—but let them come outside of the shallows, & I flatter myself I will show you how far wood can stand against iron—particularly any thing built in shallow water. But my whole time is taken up repairing vessels—my own ship however is always ready to move up the River the moment my services are required. I understood indirectly that the President did not like my coming out of the River—but the moment the Arkansas was destroyed there was nothing to keep more than 3 ships & 3 Gun Boats & but for the trade 2 would be sufficient. It is very hazardous cruising running up & down the River, as they occasionally kill an officer as they did young Swasey of the "Sciota" the other day.

I don't understand why you send me the Colorado, but I suppose that is to look out for the outside enemies —for I want a vessel like this, of a draft that I can run any where, my presence is necessary, vessel that Bell has in the Pacific is the one I ought to have, or I should say, such a one—that combines light draft with accommodations for a Flag Officer. I can not afford a Staff if I wished it, ever so much— I have every Boy called in to requisition now to supply the vessels—but if I cannot get the right kind of men I dont want any, they only embarrass me. I want a smart Pay Master, for looking after the supplies.

I remain very respectfully

D. G. FARRAGUT

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
November 7th, 1862.

Dear Admiral:

I have your letter from Pensacola. It is of course imperative that we take such men as Crosby from you. He and Guest come home to take an iron clad. There is no way of avoiding it. The Colorado goes to you for what the Army people call a "base of operations." You want such a vessel as headquarters for so large a squadron, moreover the French are assembling a large force in the Gulf and your Flagship ought to be the best in the service. Your people seem to be doing agreeable service down on the coast of Texas. An army force is preparing on a large scale to move into and take possession of that country. The iron clads that were to have been done in August are just beginning to come out. After cleaning out the enemy in the Atlantic we shall send them into the Gulf. In the meantime so hard pressed are the rebels that it is a matter of the greatest importance to maintain the blockade. The rebels are threatening to force it at Charleston or Mobile as their army cannot exist in Virginia this winter without external aid. Smith goes to Pensacola Yard to make an organization which will relieve you somewhat in matters of detail. Your fighting Captain Bailey relieves Lardner who has the Yellow fever. The raid of "290" has forced us to send out a dozen vessels in pursuit. The papers say The Oreto is fitting out.

Very truly yours,

G. V. Fox

Rear Admiral
D. G. Farragut
Comd'g. W. Gulf Blockdg. Squadron.

[D. G. FARRAGUT TO G. V. FOX]

Semi-official

Flag Ship Hartford
New Orleans Dec^{r} 23^{d}. 1862

Dear Sir:

I rec^{d} your kind favour of the 7th today by way of Pensacola together with the rest of my mail by the "Supply." You will therefore perceive that those letters are nearly 6 weeks old. I wish the Dept. would send my communications direct to New Orleans, I always receive them in 10 days at furthest, let me be any where on the River, or at Pensacola. In reply to your remarks in relation to the Rams etc in Mobile Bay, I can only say that I may by my hard headedness receive a severe trouncing, but Secesh shall never frighten me off the track by their false reports— I have the best information respecting Mobile Bay—they have finished one of the Rams at Selma but still want 8 feet water to launch her, the other is not near finished. Mobile can be taken at any moment, & by the Wooden Ships, whenever I have 1500 or 2000 men to threaten Gains in the River but my implied orders, (I have no others) are to assist the Army to attack Port Hudson & Vicksburg, & I am all ready— I shall attack it with the 4 ships—& several G. Boats. The Generals orders, which he showed me & gave me a copy of such parts as related to the Naval Cooperation—implied, that that assistance was to be given, & it will be promptly done. But had I my own way, it would be to attack Mobile first & then have my whole available force free for the River & Texas & the Rio Grande.

My greatest distress at this moment is the want of funds. I have borrowed (25000) twenty five thousand dollars from Genl. Butler & that is gone & unless money arrives very soon I shall be compelled to draw on the Dept to pay the laborers. The men in the Mortar Boats are still without money on accounts & clamorous to be discharged as fast as their times expire —their case has been a hard one.

I have left Commodore Hitchcock in command at Pensacola & the Blockade. His machinery is almost useless, but the appearance of his ships off Mobile will be a lash so he must be there until we are ready to relieve him.

We have a small fleet of steamers in the Atchafalya under our Officers, fitted out by the Army, & Genl. Butler intended to turn them over to me, they will enable me to carry on the work in the shallow waters, so soon as I have men & get along with the heavy work up the River—I will put them in the Red River & clear it out so soon as I get above Port Hudson—which I hope will be in a week or two, the moment the Army is ready we will be there.

I think there must be letters of Instructions on this subject on the way for me, as they are alluded to in the Gen[l]. orders but I trust that I will never want instructions to aid in the great work where there is an opening.

The troops are going down to Galveston one vessel load have gone already—but they will only send one or two Regiments until the River work is done.

Men are much wanted in the squadron, I have to rob one side for the other as I need their services in or outside the River, of both Officers, & men. I said I regretted the taking my officers away, & Lt. Comdr. Temple has just gone, but I do not complain when either the Govt or the Officer is benefitted, I hope I

have patriotism enough for that, but you will see the injustice, of gratifying one Comdg. Officer at the expense of another, by withdrawing his best officers, for all officers have their value in a squadron, which is generally admitted; but as I have said before, I shall always do the best I can with the means given me, & hope the Dept will never have cause to complain of the results.

Believe me very respectfully & truly

to Assist Sec'y — D. G. FARRAGUT

Gust. V. Fox — R. A.

Washington.

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
February 6th, 1863

Dear Admiral

The Galveston disaster is the most melancholy affair ever recorded in the history of our gallant navy. Five naval vessels driven off by a couple of steam scows with one gun which burst on the third fire and the attack made by soldiers, our prestige is shaken. The worst feature has followed I am afraid and occasions the Government services embarrassment viz, Lieut Commander Law after being driven out voluntarily abandoned the blockade. If Bell had immediately pushed in and retaken the city no questions could have arisen— As it now stands it is a most awkward affair and if taken up by foreign governments before we get possession again it will lead to most serious trouble entirely owing to this officer not understanding the subject. The whole effort of the rebels now is to raise the blockade of one port by force which according to international law requires the

establishment of the blockade "de novo" and the usual notice.

If the Harriet Lane has got out it will add materially to our embarrassments. I presume Galveston cannot now be taken by ships. Law and Wilson are ordered home provided you cannot exchange them with some officers on board the store ships or sailing vessels. We do not want them here but the first by raising the blockade and the second by neglecting to put a shot or two through the Harriet Lane have given this Department and the Department of State enough to do for the rest of the war. Bell has not helped the matter if there was one chance in fifty of his retaking Galveston on his arrival. The blockade was raised at 9 P.M. of the first. We have no evidence when it was again put in force by a man of war reaching there.

Very truly yours

Rear Adml. D. G. Farragut. G. V. Fox

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
February 7th—1863

Dear Sir:

Since I wrote you yesterday the Secretary has determined to give you directions to court martial Law and Wilson. The reports coming in with regard to both of them render it imperative that they shall be tried or the navy is forever shamefully disgraced. I enclose you slips which show the arguments with regard to raising the blockade. The Charleston matter is probably trifling if not altogether a hoax but it has brought up the

question of blockade. The raising of the blockade at Galveston is hardly known to the people but it is the one which is likely to give the Government much trouble unless the port is taken possession of. The Government are discussing the matter therefore I can give you no advice in the matter. I can only tell you how much embarrassment is caused by Law's panic and the neglect of Bell to retake the place. The army officers present at the sad affair say that the rebels were retreating from the place when the Owasco herself backed out and fled, one man killed.

Very respectfully

G. V. Fox

Rear Admiral
D. G. Farragut
Comd'g W. Gulf Squadron, New Orleans.

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
February 28th, 1863

Dear Admiral

Du Pont will very soon be at work against the enemy with the Iron Clads and if anything is left of them they will go directly to you in sufficient number to enable you to complete the possession of the Southern ports within your command.

Dahlgren will command sending the ammunition to Pensacola as the nearest Depot. No time can be fixed for their coming as it depends upon Du Pont's movements, but he has been directed to use great dispatch in

getting them to you. When you hear of the fall of Charleston and Savannah look for their coming.

Yours very truly

Rear Admiral G. V. Fox
D. G. Farragut
Com'd'g W. Gulf Block'd'g Squadron
New Orleans La.

[D. G. FARRAGUT TO G. V. FOX]

Private

Flag Ship Hartford
Off New Orleans, March 7. 1863.

Dear Sir:

It was my intention to have passed Port Hudson to night, but the Fates are against me— The Essex and Winona have both broken down and had to come down to the Machine Shop for repairs— Gen. Banks objects to my going up without leaving a sufficient force at Baton Rouge for the protection of the transports at that place. So that as I have nothing but the Essex and Sachem to leave behind, besides the Mortar Boats, I am compelled to wait until the Essex is repaired, which will be day after tomorrow. I will attempt the passage with this Ship, the Richmond, Mississippi, Monongahela and 3 Gunboats, Tennessee, Kineo, Albatross, these are all I have. I hope to catch the boats at work on the Indianola, and if they do not get into the Red River before we get up there. I think there is but little doubt but we will secure the whole party.

I was much grieved that Porter should have allowed the Boats to come down one at a time—but I confess

that the capture of the Indianola by two common river boats with no one killed has astonished me, I never thought much of Iron Clads but my opinion of them is declining daily. At any rate I am willing to do the little fighting left to me as I told you before, in the wooden ships.

The country is wonderfully demoralized, I do not know what to make of it—we do not fight, and it is only necessary for the enemy to spread a report that they have a few more troops than we have, and there is no such thing as getting a fight out of our people—and a few days report that the enemy is going to attack our Boats with a Cotton barricaded River Boat, with a few hundred men and they begin to talk over the chances of the enemy's success, and they soon arrive at the conclusion that we must be captured.

Poor Renshaw was a melancholy instance— I wrote him several letters to try and stimulate him to a sense of duty, but it only made him and his officers hate me, without attaining the result— But thank God! we do see the effect of a strong will occasionally, when the right man is in the right place the thing is different— I do not expect miracles, I only wish to see men do their duty to their country, and to themselves— Blake did his duty like a man, his vessel was a frail vulnerable thing, but he struck the Alabama twice to her once, and could he have boarded her, I believe he would have carried her—no one would have led his men better than Henry Porter—but the Alabama had every advantage, and as Blake suspected the vessel he ought not to have lowered his Boat—until he was satisfied of her character, that was his only mistake, but it was a most natural course.

When Abner Read first appeared off Sabine Pass, the Rebels said we will soon have *those fellows*—but they

soon saw the man they had to deal with, he tried every way to get at them, but in vain, the water was too shallow and now they say they are afraid to attack 2 Gunboats—it is because they see the determined will to attack them.

I hope to leave tomorrow for Baton Rouge—

Respectfully And Truly Yours

To G. V. Fox
Asst. Secty. of the Navy
Washington, D.C.

D. G. FARRAGUT
Rear Admiral

[D. G. FARRAGUT TO G. V. FOX]

United States Flag Ship Hartford,
Below Vicksburg March 27th—1863.

My dear Sir:

The misfortune of my vessels not passing Port Hudson, has placed me in a great strait. I found myself between Port Hudson & Vicksburg, without vessels to perform the duties which I came to execute, except for a most limited period. I accordingly came up here to see if Porter would not furnish me the desired four, say 2 Iron clads & 2 Rams. The Enemy have nothing but the 2 Rams, Queen of the West & Webb & have 2 River Boats with cotton Bales for the purpose of Boarding our Gun Boats—so that the four I ask I think all sufficient—he informs me that he cannot let me have them at present thinking that a Battle will soon occur off in the Yazoo that will require his whole force; but I judge from my conversation with Genl Grant that, that Battle is for the present indefinitely postponed & I still hope that Porter will send the Iron Clads & Rams down to me. I can remain there a short time, but with

my extensive command below & on the sea Coast it will be out of the question for me to remain in this isolated position long. I deeply regret the loss of the Mississippi, but it is one of the chances of War if the Pilot had kept the Battery shore aboard his ship would not have grounded nor yet would she have been so crippled— My ship suffered very little comparatively—

Alden it appears only lost 3 men killed & 7 wounded, had not McKinstry been wounded no doubt his vessel would have come through as she is not reported much injured—his 1st officer was very young & inexperienced— The Gun Boats that were not necessary to conduct the ships back should have come through, & then I would have had four, enough to have performed the duty at Red River, but man proposes as the old saying is, & God disposes. I thought that the Dept & the Country expected me to come up & retake the Queen & Webb, I felt that I ought to make the attempt & believed it perfectly feasible it proved unfortunate & I regret it, but still I think I did nothing more than my duty & hope the Dept will give me credit for good intentions & so far as my precautions & exertions were concerned, well executed—a perfectly chance shot, stopped the Richmond, but bad Piloting lost the Mississippi, the others I do not yet understand but I supposed fell back with others not knowing exactly what to do— On the way down I will try & effectually destroy the Indianola, so that the enemy may not get her in the surrender & fall—& then spend 5 or 6 weeks at Red River mouth & then attempt to Run the Batteries at Port Hudson & rejoin my command.

Very truly & respectfully Your obt servt

To G. V. Fox Esq. D. G. FARRAGUT

Assist Secty. of the Navy. R. A.

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
April 2, 1863

My dear Admiral:

I got your letter of the 9th and the next day we heard through Richmond about the true state of the case of your passing Port Hudson. The President thinks the importance of keeping a force of strength in this part of the river is so great that he fully approves of your proceeding; always provided you and Porter manage to hold on to it. He is rather disgusted with the flanking expeditions and predicted their failure from the first and he always observed that cutting the rebels in two by our force in the river was of the greater importance. Grant who I judge by his proceedings has not the brains for great work, has kept our Navy tailing through swamps to protect his soldiers when a force between Vicksburg and Port Hudson, the same length of time, would have been of greater injury to the enemy. This is not Porter's fault for he had the true idea at first, but his pet Ellet, and Brown his nice young man, kicked over the plan and set us back three months.

All your brave fellows, that you left in the smoke at Port Hudson, behaved nobly, did their best and deserve and will receive praise. Smith immortalized himself. The President says look out or Grand Gulf will be as strong as Vicksburg. No particular orders can be given to you only I pray you take care of yourself and get back as soon as you shall deem it best. As soon as DuPont finishes matters, a strong force of Iron Clads

will go directly to New Orleans, where we shall send munitions, as well as to Pensacola. The "Queen of the West" and "Webb" have gone down the Atchafalaya after Wetzel. The Country has settled down into a determination to go through this war at all costs and at every sacrifice.

Very truly yours

Rear Admiral G. V. Fox
D. G. Farragut
Comd'g W. G. B. Squadron
New Orleans.

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

United States Flag Ship Hartford.
Above Port Hudson, April 22nd, 1863.

Dear Sir:

I received your unofficial letter across the Peninsula in front of Port Hudson—

I shall be ready to go to work the moment I get the Iron Clads but my wooden ships are now so much used up that I fear we could do but little with them, still they will render some service I hope.

Situated as we are we constantly hear reports of all kinds, but place little reliance in any of them— The last report is, that five Gun Boats have passed Vicksburg,—if I had half of them I could effectually cut off Vicksburg and Port Hudson from their supplies,—they say that we are starving them now, and yet I am unable to prevent the crossing of cattle and hogs at and above Natchez—my force is so small that I must keep it together, as the enemy appears determined to capture

us, which we hope to give them some trouble in accomplishing.

I am now awaiting the movement of General Grant down the Bayou Macon—if he is successful—the moment Porter's Boats and Grant's Troops make their appearance I will communicate with General Banks and try to persuade them to attack Port Hudson simultaneously from above and below, and the Rebels—with their stomachs in their present condition will not hold out many hours— They have been on half rations for some time—they can get no provisions by the River and all that they do get have to be transported a considerable distance by land, and there is a great scarcity all thro' the country on the East bank of the Mississippi.

We have also heard from Negroes that all the Steamers passed up Red River to Alexandria on Thursday last—that the "Queen of the West" was captured by us in Grand Lake—and that there had been a severe fight on the Teche in which the Rebels were badly beaten. I sincerely hope that this is true for I would like to see our Soldiers doing *something*. Our great difficulty is that one or two Negroes (sent for the purpose) will convince our Generals that the enemy is too strong for us, and then, an attack is out of question— The enemy has literally whipped us by this species of deception. I always ask them "why don't you go and see for yourself,"—make a reconnaissance in force—or in other words make a fight.

I found that it was out of my power to try Lieut. Comdrs Law and Wilson, by Court Martial, for some time to come, so I directed Commo. Morris to send them home—particularly as I was told that the officers and men of the "Harriet Lane" had been sent North.

Pray do not let those officers at Washington be changing our uniform every week or two. I think there

should have been but one change made—as you made a new grade it would have been but right to make a uniform for it, and I wish that uniform had been simply a broad stripe of lace on the cuff—say an inch and a quarter wide—with a narrow stripe of a quarter of an inch above it, and a little rosette with a silver star in the centre.

The star is the designation of the Admiral and therefore should be visible— The other uniforms were all well enough—but this adding on stripes until they reach a man's elbow, appears to me to be a great error. In the first place you must count the stripes to ascertain the officer's rank, which at any distance is almost impossible and I presume the object of uniforms is principally for the purpose of recognising the grade in order to pay the honors due on all official occasions. It appears to me however that the object of the present change of uniform is to blend the grades as much as possible, or in other words to avoid distinctions. If such is the case bring us down to the simple blue coat with Navy buttons, but if the grade is to be marked, let it be distinct and unmistakable.

My rule through life has been to vote against a change in uniform, *but when one has to be made,* make it as good as I could, that is well suited to the necessities of the services—easy to procure—not expensive—easily preserved—and the grades distinctly marked.

Yours very truly and respectfully,

G. V. Fox
Asst. Secretary of the Navy
Washington, D. C.

D. G. Farragut
Rear Admiral

[G. V. FOX TO D. G. FARRAGUT]

Private

Navy Department
July 10, 1863.

Dear Admiral:

I congratulate you upon the final opening of the Mississippi. You smashed in the door in an unsurpassed movement and the success above became a certainty. We do not forget that you and Davis met at Vicksburg a year ago and that five thousand troops which I vainly asked of Halleck, (three times that number were lying idle at Helena under Curtis) were denied and a years fighting on the flank of that river is the consequence. Your last move past Port Hudson has hastened the downfall of the Rebs. The President with his usual sagacity predicted it the moment you were by. Some of the *young* officers only saw in it a rash act. We have no orders to send at present. We know not what the movements of the Army are to be. I wish they could give you the troops you have so often asked for and with Porter and his Iron Clads an attack be made upon Mobile. It would finish up the fighting in the Gulf and fill your measure of your duty to the Flag. Lee's army has escaped us here because our council of war was divided as to attacking and though we were three to one and his army reduced one half and thrown upon a swollen stream yet he was permitted to cross though it required twentyfour hours to do it. The destruction of that army would have ended the military power of the South.

We hope soon to welcome you here where you will find a nation ready to acknowledge how well you have

performed every duty imposed by this unfortunate rebellion.

Yours very truly

Rear Admiral G. V. Fox
D. G. Farragut
Comd'g Wt B Squadron

[D. G. FARRAGUT TO G. V. FOX]

Willards Hotel
Sept. 13th, 1863.

Dear Sir:

I made my arrangements to be back in New York on Monday if not prevented by the Dept & as Mr. Welles said he had no reason for keeping me any longer I told him I would leave this evening should my presence be necessary a line from the Dept will find me at Hastings on the Hudson— I will take a look at the ships occasionally at the Yard— I see by todays mail, that a man who deserted from Albatross & went over to the enemy at Port Hudson has been caught at the Rio Grande I hope they will Court Martial him, & I feel sure he will be hanged—& it will be a good example to the Squadron.

Very respectfully & truly yours

To Mr. G. V. Fox D. G. Farragut
Assist. Secty of the Navy. Rear Adml.

[D. G. FARRAGUT TO G. V. FOX]

Astor House, N. Y. Oct. 19th, 1863.

Dear Sir:

I recd a letter from Commodore Bell, yesterday, informing me of the state of things in the Squadron

generally, a great number of the vessels have been repaired there and there are 9 undergoing repairs. Information from deserters recently reports that they are preparing for a vigorous defense of the Forts at Mobile Point & the Com°. says that as he understands several of the Monitors of Admiral Porter's Fleet have been finished suggests that they could be sent down the River & do effectual service in the attack upon Fort Morgan— but what the Como. complains most of, is the want of vessels of light draft to comply with the requisitions of Genl Banks in Berwicks Bay since the loss of the Clifton & Sachem, he has no vessel to send them except the little Hollyhock which I bought exclusively for a tug in the River, I must keep some vessels for that purpose. Will the Dept please to send the first vessels under (8) eight feet draft to the western Gulf B. Squadron. I should think Admiral Porter could supply vessels of that draft for Berwicks Bay, but have none, unless some of the prizes can go in there—but they are so exposed that one shot will destroy them— I will continue to look after the repairs of the vessels of my squadron as well as the progress of the outfits of the new vessels, it seems to me that there are many vessels here that will suit the shallow waters of the coast of Louisiana & Texas. I will get their names & let you know some of them. I am very anxious to get out to my station, as I perceive that Genl Banks is beginning to take the field, & it may be in my power to render him assistance, but as I now understand the matter he is on Porters Beat— rather than mine & he has ample Boats to give him every assistance.

I wish to run on to Washington before I go to consult with the Dept as to the future operations. I sincerely hope to hear something good from Charleston very soon. I am glad to see that you are going in for

the Broadside Batteries— The turretted monitors are very well, for slow deliberate firing, but there is nothing could stand the fire of 12 or 15—two or even 100 lb Parott, & for ships fighting the smooth Bore is the best as they will fire so much faster— The great difficulty appears to be to manage the Monitors—they tell me that they will not steer, the moment they stop the Propeller, but all these things will be corrected by degrees & they will always be great things for Harbour work. The greatest difficulty I have seen in them, is how to work them when they get on shore, there appears to be no facility for getting them off & working on them, they should have at least 2 capstans, one at each end.

Please think of the light draft, double enders now building & send them to me.

Very respectfully Yours

G. V. Fox Esq. D. G. FARRAGUT

Assist. Secy of the Navy.

P. S. I am very much obliged to you for the good feeling manifested in relation to the kind reception in New York.

D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

Astor House

Nov. 30th, 1863.

Dear Sir

I have received your note of the 23d. in relation to the light draft vessels, I have seen Admiral Gregory, on the subject of purchasing, arming, and protecting them with sheet iron against musketry, which is all we can do with them and have requested him to get them off as fast as possible. I am much relieved to-day by the news from Texas, as Lieut Comdr Stillwell informs me that

the last despatches from Genl Banks, assured them there were no soldiers able to offer the slightest opposition to him nearer than Franklin, and the probability was he would be in Galveston, before reinforcements could be sent to that place— Oh, that I was only there to assist him in the recapture of that Port! but Mr. Stillwell further informs me nearly all our steamers are in N Orleans undergoing repairs, it would be worth a mint of money to have the necessary appliances at Pensacola for the repairs of our ships—with these light draft vessels along the Coast we will be able to communicate and cooperate with the Army almost the entire Coast of Texas— I was at the Navy Yard today and found the Hartford was coming out of dock and that all parties appear to think she will be ready for her crew by Friday or Saturday, I would therefore suggest if the Dept wishes me to visit Washington before my departure south the sooner I am ordered the better as I hope to be able to sail in ten days at furthest if no new difficulty should arise.

Very respectfully and truly Your obt sevt
To G. V. Fox Esq. D. G. FARRAGUT
Assistant Sect of the Navy. Rear Admiral

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
30 December 1863

Rear Admiral D. G. Farragut
Astor House, New York

Dear Admiral:

I was sorry not to have seen you in New York at the Dictator's launch. If you will recommend two or three

young men as acting Ensigns for special duty on your Staff the Secretary will confirm them, and they need not be sailors but will act as clerks and be discharged when that duty terminates.

The vessels and officers you wrote for will be sent to you. It is expected that the Niagara will go to Hampton Roads on account of the ice and you can touch there and get some of her crew. Don't forget to write all about Mobile and the number of iron-clads you will require for the work. It looks as though the "Onondaga" and "Tecumseh" would not be ready before March. Unless we can ship contrabands and rebels we shall be ashore about men. There are but 49 Seamen available at all the ports.

Truly yours

G. V. Fox

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

United States Flag Ship Hartford
Jan. 3d 1864.

Dear Sir:

Your unofficial letter of the 30th has been received. Like yourself I was greatly disappointed at not seeing you; but I arrived a few minutes too late for the Launch, as she took us all by surprise and went off without permission.

Your word would have settled the question and we would have been ready and off by this time, but we are making the transfer and I hope will be off this evening or in the morning.

You speak of the "Monitors I will require at Mobile"—I reply—"just as many as you can spare; two

would answer me well, more would do better. I wish them to lie in the Bay after passing the Forts, as well as to have their assistance in passing." The great difficulty I see in the matter is to get them down there. I will look to manning them with Gunners, if you will send the Force in landsmen. We can soon train landsmen to the guns—a few sailors to manage *hawsers,* take the lead, & steer the ship is all we want.

I think we might get some of the Monitors from Porter if they are idle, and I am told that some of them are finished. We must get some of his light draft Ironclads for Texas, if Gen. Banks has not already taken Galveston.

With very best wishes for your health & a successful winter campaign

I remain very truly your obt servt

D. G. FARRAGUT

R. A.

P. S. Present me to the ladies & Mr. Blair.

Yours truly D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

United States Flag Ship Hartford.
Pensacola Jany 18th—1864

Dear Sir:

I arrived here yesterday morning (Sunday) found them all in a Ram Fever. They have all the information here from the refugees who come in daily by 10s & 20s —from Mobile & the surrounding country—who state that Buchanan is trying to get his Ram the Tennessee over Dog River Bar & hopes to destroy all our Fleet & then attack Pensacola & destroy the vessels there—God

willing we will prevent him if possible. On my arrival at this place I found that the Richmond was the only ship off Mobile & six of the smallest Gun boats I found here, 2 for repairs, the Albatross & Kennebec for coal & some light repairs. I learned that the Colorado was off the Balize, therefore dispatched an order to Admiral Porter to know how soon he could send me the 2 Monitors said to be finished & stated the facts of the case—& I am now going off Mobile myself to learn all about it.

Very truly & respectfully

To G. V. Fox D. G. FARRAGUT

Assist Secty of the Navy.

[D. G. FARRAGUT TO G. V. FOX]

Flag Ship Hartford
Off Mobile Feby 8th—1864.

Dear Sir.

When I left N. York, they told me that 4 of the light draft vessels, purchased by Admiral Gregory, were ready for sea— It is now one month some days since I sailed & not one has yet arrived— I am greatly in need of them as I am now keeping up the delusion of our attack upon Mobile to favor the plans of the Army— They, the enemy, certainly believe the attack will be made & are preparing for it— We picked up 8 deserters from the Gunboats on the 1st Feby—who say that they are increasing their force at Mobile, that they have at least 20,000 men there. I dont believe in their figures—

The people are all very much frightened in Mississippi Sound—think they are to be attacked—I suppose because that is the main Road to Mobile— Admiral

Porter has been very prompt in sending me the Boats from above, but he forgot that they were to be used in salt water where the worm bites worse than any where in the world, & they must all be covered with copper or yellow metal before they leave New Orleans—I am covering one now to go into Berwicks Bay, & I have required the metal for the others & as fast as it arrives I will hoist them and copper them— They are too top heavy for the sound but will be first rate for the Bays or on the coast of Texas & Pontchartrain—I have four of them— I have a number of sailing vessels & can do nothing with them but turn them into store vessels & colliers. I shall put the Ordnance stores into some of them & send the Sportsman home— By the way we want some one here who has different views from Como. Smith—he has been so imbued with the idea that this yard is only temporary that it is difficult to get any thing done— It must be our depot & my Head Quarters will be here until I take the Mobile Forts, which I trust will be soon. I will try it the moment the Dept say the word or the Army will aid us with 2 or 3000 troops—but the new arrangement of the Army has reduced me to a Blockade Squadron again until they are ready for Mobile or the coast of Texas—but I will have the Mortar Boats in the Sound & clear out the Fort in Grant's Pass if I can— The Deserters say it is a very strong casemate with 6 heavy Guns covered with rail Road Iron but we will see what it is made of in a day or two.

Feby 10th.

My Boats start for the Sound tomorrow—but I am almost paralyzed for want of light draft vessels, to work inside— I heard today from a refugee Engineer who has been on the rail Road that not more than 10,000

men can be in Mobile, but more are coming, that they certainly expect an attack. Higgins is in command at Fort Morgan & has violated his parole with all his Regiment from P.H. & is all ready for a run if we succeed in getting the better of them— Oh what beautiful weather we are losing in this country—we have not had an unpleasant day since I arrived out.

13th.

We continue to take on board refugees from Mobile daily, they all give pretty much the same intelligence— but I cannot hear of the Camels for floating the Tennessee over the Dog River Bar— A very intelligent fellow from New York just told me that those publications about vessels running into Mobile are false that no vessel has gotten in during the last six weeks & then only one, that the Isabel has been in there 4 months, that her Capt was tried for treason—that there are but 3 steamers the Denbigh & Isabel & Austin the 2 last are loaded ready to run out & the Denbigh was so disabled by the Fleet when she attempted to run out the other night that she had to be towed up to the City—& her cotton is at the Fort. There are some small schooners ready to run out—they can run over the shoals—

Thus I have written you a long letter giving you all the news I have that you may know how things are with us—please send the light draft steamers as fast as possible—

Very truly & respectfully

To Assist. Secy G. V. Fox D. G. FARRAGUT

Washington.

[D. G. FARRAGUT TO G. V. FOX]

Private.

Flag Ship Hartford
Ship Island Feby 28th—1864

Dear Sir.

We have been making a diversion in favor of Genl. Sherman, by attacking Fort Powell, (as it is called) on Shell Island in Grant's Pass—it has seven (7) Rifle Guns— Of course they have been taken from the other Forts, as I think they cannot have more in Mobile Bay, & their steamers are running back & forth all the time with supplies for them—we cannot approach nearer than 4000 yards & the Mortars are well worn & make bad practice, although we struck the Fort 22 times one day—they lie close until we slacken our fire & then they commence—but we have thus far always been able to silence them in less than an hour— I have no idea of making much of an impression on them until we go inside, which I am ready to do so soon as the Army will supply us with 2 or 3000 men to place in the rear of the Forts Gains & Morgan, to cut off their land communication with Mobile— The "Tennessee" Ram by last accounts was getting the Camels under her to try & take her over Dog River Bar. She may come out, but I do not believe it— But if we do not go in before she gets over the Bar, we will need an Iron Clad to contend with her, as I before stated—but with the Brooklyn & Galena & what I have I will be ready to go in at any time— Admiral Porter says his Iron Clads will not be ready before *March* or *April*—which I fear means May or June— The Metacomet & Canonicus ar-

rived here last week, both disabled requiring some 2 or 3 weeks repairs— I am sadly in want of officers, Ensigns, Masters Mates for the Tin clads—only *two* of the light draft vessels from N. York have arrived—the Cowslip & Narcissus— I wish I could get the few things we want for the machine shop at Pensacola—we would then be able to repair half our vessels there instead of sending them to N. Orleans—

I understand that there are (90) ninety vessels off the mouth of the Rio Grande—I ought to take a look at *them,* & the Coast of Texas, but I dislike to leave here, so long as threatened by these Mobile Rams— I will endeavor to get two of the Tin clads in the Rio Grande pretty soon, to attend to the Palm of that River & they will break up much of the smuggling across into Texas of arms & ammunition—

Como. Palmer informed me by the last mail that Genl. Banks expects to move on the *Tech* next week—I have one of the Tin Clads there already & will soon have another—I have also one on Lake Pontchartrain & another steamer called the Commodore & a schooner Corypheus & the "Glasgow" that runs the mail for us. We are therefore very well supplied on the Lake—& the others must be coppered before sending them to sea—I shall soon have to send the Monongahela to N. O. to have a Bow Dock put under her to repair her cutwater —so please hurry up the Galena—

Very respectfully & truly yours

To G. V. Fox
Assist Secy of the Navy.

D. G. Farragut
R. A.

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

U. S. Flag Ship . . . Hartford
Western Gulf Squadron
Off Mobile, March 5th, 1864.

Dear Sir.

I deeply regretted leaving the Mortar Fleet on the 1st March, when I saw "Ram Tennessee" come down the Bay— I thought she was compelled to anchor because she could not stem the Wind or tide, which was S.W. & Flood. In an hour after I left the Wind shifted to a Norther & blew very heavy which I would have given anything to have seen the effect on the Ram. As yet we are all in darkness, but it is clear that the other steamers had to run to her assistance, & they were all seen going up the Bay—but the result is not known— but I will keep a look out for her; she could lie down in Navy Cove & prevent the troops from shutting the back door of the Fort & we could not get at her in the large vessels on account of the shoal water. I do not think she will even venture out beyond Fort Morgan except in a dead calm—she appears to be of enormous length & only about ⅓ Casemated— I have just had to have a medical survey upon Gillis & have sent Captain Marchand to take charge of his Divisn. on the Coast of Texas. I am anxious to visit that coast but the Ram keeps me here yet awhile— Would that the Army would furnish a few troops & then this thing could be finished up—

I have just learned from Capt Eaton of the Admiral that our vessels have made some valuable prizes on the

coast of Texas lately— I am now getting out the lame ducks from N. O. so that I will have plenty of vessels there to look out for them. Soon as I get one or two of the light draft vessels out—that reveals a curious fact, that the light draft vessels which have arrived draw as much as the Double Enders—

I doubt if I will be able to get any of them over the Bayou Bars down on the coast of Texas—

Our supply vessels do not bring half provisions enough for the Fleet & it is beginning to tell upon the men—the Medical officers complain very much— Potatoes ought to be cheap & yet no vessel gets a tithe of what they want & are willing to pay for—

Very respectfully & truly

To G. V. Fox Esq. D. G. FARRAGUT
Assist Secty of the Navy. R. A.

[D. G. FARRAGUT TO G. V. FOX]

Flag Ship Hartford
Western Gulf Blockading Squadron
Off Pensacola, April 29th,—1864.

Dear Sir:

I do not know that you have any idea of removing Act'g Vol. Lieut Eaton from the command of the Supply Steamer Admiral, but he gives us such general satisfaction here by his accommodating spirit, that he would be a great loss to us, if removed.

I do not speak for myself, as I very rarely require anything of the kind. I do not remember ever having received anything from home by a supply Ship since I have been out here but once, and then I lost half—

but I speak in behalf of the general accommodation which he has afforded the fleet.

Very respectfully
Your obt sev't

D. G. FARRAGUT
Rear Admiral

Mr. G. V. Fox
Assistant Secretary of the Navy
Washington, D. C.

[D. G. FARRAGUT TO G. V. FOX]

U. S. Flag Ship Hartford
West Gulf Squadron.
Mobile Bay Sept. 5th—1864.

My dear Sir—

Your kind letter of Augt 18th in which you are pleased to say that I have done all I expected to do & at small loss etc—& to add your congratulations etc, has been recd & which you know must be very gratifying to me, but you are wrong in supposing that I did not expect to do more with the army if they were ready, but that is out of the question now for it appears to me that our party politics are stronger than the Patriotism of our people, it is either that or cowardice I don't know which for they appear determined not to fight— I never approved of taking Mobile City unless we had an overwhelming force to hold it, as the whole of Rebeldom would be supplied through it by our own people— Genl Canby informs me that he is obliged to use his troops to support Steel in Arkansas, & will not be able to assist in this Bay for some time at least a month—

I have the City closely watched by a monitor & at least 3 Gun Boats—but my vessels are all breaking

down, they have been in constant service for 2 or 3 years & it is well they got inside for they could not Blockade outside during the winter months— I have great difficulty in getting my work done out here, but I will perform to the last, rather than let them go home—but I am now obliged to let the Brooklyn go home for repairs as I have 10 or 12 vessels in Pensacola—& as many in N. O.

If I only had a man or two in Pensacola of energy, they would be worth a million to the Govt. As to my self I have been on board ship so long that the want of exercise has had a bad effect on me, & a few days after we came in I had an attack of vertigo, that I fear to have repeated, it kept me down for 2 weeks, but I am now beginning to feel more like myself, but I must have rest & exercise; both my mind, & Body require them— My mind has been too constantly on the stretch for 4 or 5 months—after that I will be ready for any services the Govt requires of me— I know nothing of Wilmington but those who do say there is not water enough for vessels of any size to enter—Eads light draft monitors would be the thing, if there was any shelter for them outside—but the season is far advanced & I understand there are no light draft monitors north— I have been most agreeably disappointed in Eads vessels—they broke some of the turning Guns at first but no doubt when that is fixed they will do well—they have 4 guns XI in & draw only 7 feet water—the others like the Manhattan draw too much water even to go up this Bay— But I must have rest before I begin anything new which will increase my anxieties as well as exertions—

I thank you for your kind attentions to Mrs F. as well as your expressions towards myself, please make

my kind regards to Mrs Fox & Mrs Blair & the gentlemen of the family—& believe me very truly & respectfully

D. G. FARRAGUT.

[D. G. FARRAGUT TO G. V. FOX]

Private

U. S. Flag Ship Hartford
West Gulf Squadron
Mobile Bay Oct. 19th, 1864.

My dear Sir.

I have recd your kind letter of the 5th inst— I agreed with you & so expressed myself to the Honl. Secty of the Navy as soon as I entered this Bay, that Mobile would be a great *nuisance*—but the Army Generals appear to be undecided about it— I do not know how they will act, some think that the better plan is to go past it, & take possession of the Rail Road at "Tensary Station" & cut off all supplies from the City— They are collecting large quantities of stores, wagons, Horses, Mules & field Artillery, at both Forts, Morgan & Gains— They have made a rail Road from Pilot Town to Fort Morgan for the facilities of the good harbor in debarking their supplies— I thought I never would get into this Bay, for the want of a few troops, to shut the back door—it was not the fault of the General, he was willing, but there was always some raid of the enemy to call off his troops— Genrl Canby was as anxious as I was, we consulted together & when he decided to send Genrl Granger, I told them to name the day, & come along, & I would be ready at any

moment; we all felt that some blow ought to be struck, & I was most anxious to strike Buchanan, as he had kept me on the constant alarm for so many months that anything was preferable to the anxious state we were all in. But I have lived long enough to know that the best of us, have to be educated or accustomed to the danger or work we have to perform— Brave men shrink from danger they are unaccustomed to—this is my hardest task every where— Some of the best officers otherwise are timid of the batteries & do not hesitate to tell you so— Now Genl Sherman writes to Genrl Canby to get me to send out Gun Boats up the Apalachicola River one or two hundred miles to destroy the Arsenal at Columbus. The Genl sends me the description of the entrance of the River as narrow & tortuous with from 4 to 6 feet water etc high Banks—a nice place that to send Gun Boats. So I told the Genrl it was out of the question to entertain the idea for one moment—had it been—I would have written to Adl. Stribling as the River is within his district. I am anxious to do my best for the Country & ready to do what I can, and I am so unaccustomed to evade any order that I have been greatly pained at this inability to gratify the Dept & the Country but better so, than to be of such over-weening confidence as to lead my brave companions into a difficulty, I had not the Brains to get them out of— Besides Porter has had a long respite, is fresh & I feel assured will do as well as any man & I will in a short time I hope, by exercise on shore, walking & riding soon to pick up & regain the tone of my stomach & with that, my head— I am already much stronger than I was, but still suffer with my head— I have the outside work off my mind, for although my vessels are all worn out, still the coast of Texas is not a bad one & I have good officers to command there— I have by dint of

hard work got the Pensacola Yard nearly able to do our work, but oh, for one energetic man in it—& plenty of workmen— Permit me to thank you for your kindness & believe me very truly

Your obt servt

To G. V. Fox
Asst Secty of the Navy.

D. G. FARRAGUT
Rear Admir.

Genrl Canby was just starting for the Army when he recd the inclosed despatch—showing that the enemy had suddenly fallen back, & is no doubt trying to cross the Miss. River.

Respt D. G. F.

MISCELLANEOUS LETTERS

1861–1862

[C. H. MARSHALL TO G. V. FOX]

New York, May 24, 1861.

Gustavus V. Fox, Esq.
Chief Clerk &c.
Dear Sir,

It is needless to say that the commercial community feel exceedingly anxious respecting the preparations that are in progress to blockade Southern ports. It must be apparent to every observer, that the slowness of this work as it has been conducted since the President's proclamation has offered ample cause for such anxiety.

I am not aware that we have an efficient blockade anywhere, except in the Chesapeake; that entrance has been (through the exertions of the Union Defence Committee of this city) thoroughly blockaded for nearly four weeks. I have seen several reports that the "Niagara" was off Charleston, and had ordered off some inward bound vessels, but there is no account that any ship or steamer has been sent to blockade Savannah. The Secretary of the Navy told me the other day when I was in Washington that he had ordered the "Niagara" to the Mississippi—the most important of any port along our coast, and which should have been the first closed. That not appearing to be the case, I apprehend that the Mississippi is as free of egress and ingress to-day, as it ever has been since the first vessel ascended the river. This is wrong: if our men of war were not in readiness at the time they were needed, merchant steamers of which we have an abundance should have been chartered and ordered to the stations, until they

could be got ready,—the same as in the case of the "Quaker City" which was sent in two or three days notice to the Chesapeake.

Any number of privateers may have been sent from New Orleans, which might have been prevented by an early blockade.

I am Your obt. servant,

C. H. MARSHALL

[G. V. FOX TO MRS. FOX]

Washington, D. C.
May 28 '61.

Dr V.

I have yours of the 23, and your safe arrival home, I wish I was there for a day, and will be this summer. The box arrived safe—$4.38—fair price. Please send on my summer clothes from the black trunk and perhaps from the closet unless there are say *3* vests and 6 to 8 light linen pants. I think there is that amount in the trunk without touching the closet. Send by express.

I am disgusted at the reports in the N. Y. papers so exciting, when here everything is so calm and orderly. Still I think we shall soon have fighting in V, but even your sister Minna laughs at danger. Some 6000 men are over the river building entrenched camps. I went to the Arlington House yesterday, the headquarters of Genl Sandford. I am so busy that I do not hear of any excitement until I read it in the N. Y. papers. Did you get the Tribune giving me a puff? Nell may announce officially that two vessels shall be built at Portsmouth, and if she will get up a couple of local euphonious Indian names for them I will try and have them given. This must be done at once.

If I cannot sit down and write you a long, loving letter don't believe it is because my heart is not with my letter, but I do not get out of the office except for dinner until 10 P. M. but I think of you and your love and the affection that connects our two hearts "together" forever.

Love to all Aff Gus

[ALFRED CREA TO G. V. FOX]

New York, May 29, 1861.

G. V. Fox, Esq.

Sir:

The growing discontent created in the public mind by the extraordinary and disheartening delays of the Navy Department will undoubtedly soon result in meetings of the People, who will declare their want of confidence in the competency of the present Secretary, and his principal assistant.

A month has elapsed since the Blockade proclamation was published, and at this time as well as can be ascertained, every Port, south of the Chesapeake, except Pensacola, is still open. The Blockade is on paper merely. We shall be disgraced, by the presence of a British Fleet, off the Ports in the Gulf, before they will have been invested by us!

In the meanwhile The Wabash, Portsmouth, and Vandalia have been in the stream for nearly a week or more— What are they doing there? Waiting for orders, or failing to obey them? The former it is said, is waiting to replace an incompetent Gunner! The next excuse may be the want of tooth picks!

The Mediterranean fleet, as late as the 11th. of this month, had received no orders to return— One day's

charter of a merchant Steamer, of the tonnage of the Richmond, would have been sufficient to defray the expenses out & home of a Special messenger, ordering peremptorily the *immediate* return, of the vessels on that station, ready for sea or not ready— If any of the officers should be on shore, the ships should be ordered to leave without them.

Unless at least some slight degree of energy be exhibited, no effectual blockade will have been established before the meeting of Congress, or before some disasters to our Commerce will have occurred, for which your Department will justly be held to a full responsibility.

Your Obed't Serv't

ALFRED CREA

[In Fox's writing.—EDS.]

Dear Alfred—

Come on and take my place for a week and you will feel better.

Yrs in haste

G. V. FOX

[JOS. S. FAY TO G. V. FOX]

Boston, June 26, 1861

Dear Captain

I have yours of yesterday. I think it a good move to go into the waters of the Chesapeake and hope you will run into all the inlets and release such vessels and men as may have been captured by the marauders. I want to see something besides mere *defence.*

I should have preferred however that you had gone to Pensacola to have told Slemmer of the uprising of

the North, and that he must not wait for the toils to be gathered round him so closely he cannot move, as Anderson was fixed. Let him *act,* drive those wire-grass rascals out of Fort McRae and Pensacola. If need be, burn up the Navy Yard, but, if possible, retake and hold it in triumph as our Southern depot.

Either we must have some such retribution as this for Sumpter or the people will all turn abolitionists and go for freeing the negroes of Maryland and Virginia, which is a meaner kind of business than Secession itself.

Wishing you success wherever you go, I am,

Yours truly &c.

Capt. G. V. Fox — Jos S. Fay

Anybody who will take the responsibility to thrash the rebels and *enforce* a wholesome respect to our flag, will be borne out by the country—and I want to see *somebody* hurt. So far, no matter what aggressions have been made on the soil, property or flag of the country, no matter how impudent and unreasonable the demands, not a man has received any punishment—not a traitor has been shot. It is remarkable and disgusting.

[G. V. FOX TO NORTH ATLANTIC STEAMSHIP CO.]

Washington D. C.
July 15 1861

North Atlantic
St'm Ship Co.
Gentlemen,

Cap't H. G. Grey has handed me a statement of expenses attending docking the "Baltic," also protest of Captain Fletcher and Pilot Jackson. Whether the

U. S. is liable depends upon the charter drawn up by parties in N. York. I commanded the expedition, but was not the Cap't of the vessel— I ordered the Cap't to stand off during the night as the Frigate "Powhatan" was hourly expected, as well as three tugs, and I was most anxious to meet them. If the Cap't objected I do not remember it, nor would it have made the slightest difference. Part of the night previous, of his own accord, the Cap't remained under weigh, so did the "H. Lane," so are all our blockading vessels now, underweigh day and night off these ports— I was on deck at eleven o'clock and the pilot informed me that he should remain on deck all night—at midnight the Cap't came up and relieved him and he (the Pilot) turned in. Two of the best navigators in the Country might be at fault with regard to each other's reckoning in thus dividing the night's work. This was the first error, the second was the fatal one. No ship can get on shore upon the South point of the Rattlesnake Shoal if correct soundings are given with the lead. The large size Coast Survey Chart will show this— The wind was from the Southard and the ship's engines stopped, so that her drift was exceedingly slow, broadside on.

The Pilot who certifies to the affidavit, turned in at midnight and did not appear until after the ship struck, which was just before daylight— It is due to him to say that he is an old man, was up most of the previous night, and was sent below by the Capt. He struck me as being exceedingly attentive on the outward passage.

Very Respectfully &c.

G. V. Fox

[G. V. FOX TO MRS. FOX]

Washington, D. C.
July 25th 1861

Dr V—

I enclose you a copy of the Bill which passed yesterday and will be signed by the Prest tomorrow or perhaps to-day. The sea pay of a Captain is $4200 and 1 ration, equal to about $4325. It went without any opposition though the Judge went about and up to the Capitol to hurry it along. The Asst Secy of War passed but only at $3000 which all the other Assts have. I was at the Prest last eve and am sure he will not delay a moment in nominating me to the position as it is perfectly well understood that no such salary would have been given except for my especial case. You see the importance of my having remained here as Ch. Clk. though most terribly dejected was the sweet little Y—f —because I did.

If Congress would adjourn I would slip off to see you as it is now well ascertained that Jeff Davis' army fled (or part of them) in as great a panic as our people. The little Rhode Island Gov. had his horse killed and 3 balls through his clothes.

[Other half of sheet torn off.—EDS.]

Enclosure

[BILL AUTHORIZING APPOINTMENT OF ASSISTANT SECRETARY OF NAVY]

37th Congress,
1st Session.

S. 20.

IN THE SENATE OF THE UNITED STATES

July 13, 1861.

Mr. Hale asked, and by unanimous consent obtained, leave to bring in the following bill; which was read twice and referred to the Committee on Naval Affairs.

July 16, 1861.

Reported by Mr. Hale without amendment.

A BILL

Authorizing the appointment of an Assistant Secretary of the Navy, and fixing the salary of the same.

Be it enacted by the Senate and House of Representa-
tives of the United States of America in Congress assembled,
That the President shall appoint in the department of the
Secretary of the Navy, by and with the advice and consent
of the Senate, a competent person, who shall be called the

Assistant Secretary of the Navy, whose salary shall be equal to the sea pay of a captain in the navy, payable in the same manner as the salary of the Secretary of the Navy, who shall perform all such duties in the office of the Secretary of the Navy, belonging to that department, as shall be prescribed by the Secretary of the Navy, or as may be required by law, and who shall act as Secretary of the Navy in the absence of that officer.

[S. H. STRINGHAM TO G. V. FOX]

Private

U. S. S. Minnesota
Hampton Roads
August 16, 1861

G. V. Fox
Asst Secy Navy

Sir

As you know, I am soon expected to lend aid and assistance in a proposed expedition to the Coast of North Carolina to capture Batteries.

I am sorry to inform you that at this moment I have but one Vessel the "Dale" on that Coast, the others, *small* steamers having been obliged to return. The "Union" has gone to Baltimore for necessary repairs, and the "Penguin" which has returned for coal, reports her boiler out of order, and unfit now to return to her station off Hatteras. Our chief Engineer has examined

it and so pronounces also. I have ordered her however to proceed up the Potomac to Acquia Creek, and report to Captain Craven, by instructions from the Department.

You, Sir, as an officer of some experience must appreciate the very unpleasant position in which I am placed; with a disposition to do everything, I am in a situation I fear to do nothing.

Can you not spare me the Susquehanna? She is a powerful steamer that can take in tow our sailing vessels if necessary and when the Harriet Lane returns if I can have her and the "Flag," which I hope soon to see here from Philadelphia, I should feel that I had some vessels to proceed with, at present I have but the "Wabash." You know what draft of water she has for that Coast.

I give you this information and trust you will see and appreciate my unpleasant situation.

It is now blowing a strong gale from the Northeast.

Respectfully. Yr obt. svt.

S. H. STRINGHAM
Flag Officer
Atlantic Blockading Squadron

[LIEUT. R. B. LOWRY TO G. V. FOX]

Confidential

Chartered Steamer "Adelaide"
August 17th 1861
Hampton Roads.

Dear Sir,

Comd[r] Stellwagen and self arrived here on the 14th at 7 am. We have nineteen schooners properly loaded with stone, and all our preparations are complete to

divide them in two divisions and place them in tow of this steamer and of the Gov. Peabody. I think all our arrangements are complete, as far as being prepared to "sink and obstruct,"—but as the information is most reliable that the Inlets are guarded by batteries and perhaps armed vessels inside, of course *we* can do nothing *without* said batteries and vessels are *first swept* away by an armed *naval* force. My own opinion is that it can be readily done with a well digested plan. We have secured pilots who *assert* that they can place the Wabash or Minnesota within one mile *or less* of these batteries and at the same time enable a landing force to reach the beach and by a march of 3 miles *at most,* take them in *flank,* while the shipping shell them in front or other flank: this being done and the enemy dislodged, as *I* have no doubt they would be under our never yet beaten seamen,—the obstructing party could place their vessels in position, secure them as we propose, by binding chains, spars on end in the sand to settle by action of the tide, anchors down, and finally sink them in such a way as to *block* the *channels* so effectually that there could be no navigation through them for several months to come, at least till by the aid of our *new* gunboats the outside blockade could be effectual.

Of one thing the Dept. may be certain that the first part of the expedition is entirely dependent upon the other. Were the inlets *not* defended, there would be no question but that we *would* have nothing to do but to simply place our vessels, sink them and return; *but* defended as they are, the first part is dependent upon the 2d. I know of no higher or nobler duty than the clearing out of those rebel and pirate rendezvous on the North Carolina Coast, beginning as they are already to assume the features of the famous rendezvous of the pirates of the "Isle of Pines" and others in the West

Indies during the buccaneer days and in the last war. *Our* navy nobly sustained itself then and can now. But an inspection of the navy will show that those officers who then distinguished themselves were not averaging sixty years of age or 40 years of sea service, or who have no longer an ambition to make a reputation or finally whose patriotism goes no farther than to express itself in words— I can see no reason why the Navy should not be placed on the same footing as the army, and let us have for Flag Officers those who have vigor, activity and ambition combined with patriotic devotion to country. We have lying here the Wabash, Minnesota, and Cumberland, all with fine crews of active hardy seamen on board, men who are an element not yet brought against the rebel enemy but who will be not only formidable but irresistible. I have pride enough in my own trade to think that the rebels *have nothing* equal to our *seamen*. The young officers of the service are ready and anxious. To them is owing in a great degree the efficiency of the naval service. It is only the Lts who now keep pace with Dahlgren in his gunnery and who drill the men at both guns and small arms— I mean to make no reflections—but simply in a private way to convey to you information which officially would be longer on the route.

I am very Respectfully Your Obdt Sert,
R. B. Lowry
Lt. U. S. Navy

Every day is of value to the rebels for they *now* know of our intentions.

[S. T. B. WETMORE TO G. V. FOX: CONGRATULATIONS ON APPOINTMENT AS ASSISTANT SECRETARY OF THE NAVY]

Newport, Aug. 21st 1861.

I have been wishing to write you a line of congratulation, my dear Capt. Fox, but it is a difficult matter to accomplish even a short note at a watering place. We rejoice in your appointment as Assistant Secretary, and hope it is a stepping stone to higher position,—for in times like these, patriots are so scarce, that one feels as if the few noble hearts that beat for the *United States* should be exalted in every possible way. What is to become of us if people are to plot treason and prate of *peace* in our very midst? My heart sickens as I listen to the croaking and the secession sentiments of our northern people. My hope is strong as to the final result, and I feel that this mighty republic is not to die, but that we are destined to be the great Protestant power, and the champion of liberty in future days, when monarchies and despotisms are exploded affairs. I also KNOW that as we have sinned as *a nation,* so must the north expect to bear her portion of the national punishment. God's hand is heavy upon us, and the clouds are thick about us, but I am not hopeless, if we can only have a right spirit poured out upon ourselves. My hopes of the Navy Department at least, strengthen, but why does not "honest old Abe" clear out of the Cabinet every man who works for *himself* rather than for his *country?*

I hear from my friend, Mrs. McKeever (widow of Com. McK) that application is being made to retain

her son-in-law, Mr. Speiden, as Naval Storekeeper at Hong Kong, and she is anxious about it. If you can say a good word for him, pray do so, as he is truly patriotic, and perfectly honest, and what better recommendation have other applicants, I wonder? For my own part, I feel like embracing as a brother every man who stands up for the Stars & Stripes. Perhaps you will not have time even to read my letter, and will not know what the end tells, that we are at the Ocean House, Newport, enjoying a delicious climate and shall be here till late in September. All send love.

Truly yours,

S. T. B. WETMORE.

[B. R. McILVAINE TO G. V. FOX: CONGRATULATION ON APPOINTMENT AS ASSISTANT SECRETARY OF THE NAVY]

New York Aug. 23d, 61

My dear Sir:

I cannot refrain from writing to you, to acknowledge the receipt of your very satisfactory letter of 21. I know what ceaseless demands are made upon your time and the promptness of your reply under such circumstances shows, (what however required no additional evidence) that your heart is in the right place.

I rejoiced to hear of your appointment, as well for our dear country's sake as for your own. It was delightful to find that you were appreciated in high places, and that all that I had said in your favor was confirmed by authority superior to mine.

There lives not a man, that I have more esteem for

than for you—and few (little as I have had of your society) to whom I am more attached.

Truly your friend

G. V. Fox, Esq. B. R. McIlvaine

My wife and family desire to be remembered to you and the former sends respects to Mrs. Fox.

[PRESIDENT LINCOLN TO G. V. FOX: APPOINTMENT AS ACTING SECRETARY OF THE NAVY]

Executive Mansion
4 September, 1861

During the temporary absence of the Hon: Gideon Welles, Secretary of the Navy, from the seat of Government, I hereby appoint Mr. Gustavus V. Fox, Assistant Secretary of the Navy, Acting Secretary of the Navy.

Abraham Lincoln

[J. R. DOOLITTLE TO G. V. FOX]

Captain Fox Racine Aug. 28" 1861

Dear Sir

My friend Knapp while on the Ohio met with an accident falling backwards and striking upon a gun and is now confined at home here where he was permitted to come by Com. Rodgers. He thinks he will be around all right in a week or 10 days.

He had hoped to be assigned the command of one of the boats. He wants active fighting work. He desires in fact to have a chance to do something to distinguish

himself and if he can, then he hopes by his sword to win the right *to promotion* not to restoration to his old place in the navy. That he has given up forever, but for *future* promotion if he *can earn* it. He longs for a chance. May he not reasonably ask for one on the river? or upon the sea? perhaps upon some sloop? Again another man here would like to ascertain with whom he can negotiate to make a contract for supplies of beef and pork for the Navy.

The quality of Wisconsin Beef and Pork is superior to that of lower latitudes. He says he thinks he can offer upon terms favorable to the government, and open a market here to the advantage of our section of the country.

May I ask your early attention to this?

I see now and then a statement about batteries at Matthias Point and Aquia Creek which make me sometimes feel terribly mortified. I fear they will close the navigation of the river there.

I am so far off, I would like to hear a word from you about that, if you are willing to write me about it.

Remember me kindly to Mr. Welles and Judge Blair.

Truly Yours

J. R. DOOLITTLE

[ALLAN McLANE TO G. V. FOX]

Pacific Mail Steamship Company,
New York, Sept. 5th, 1861.

My dear Sir:

We shall soon need the services of the person who is to command our new steamer, and I write to know whether said person is to be yr own self. Of course I

do not suppose that such a thing is now possible even if you had the disposition to return to the sea; and I write mainly to hear directly from you the fact; that I may communicate the same to the Board in nominating another Captain.

Sincerely & truly Yrs

G. V. Fox Esq. ALLAN McLANE
&c &c &c

[GIDEON WELLES TO G. V. FOX]

Hartford 5 Sept 1861

Dear Sir

I came directly home without stopping, and reached Hartford a little past midnight.

Two things annoyed me on the way— One the appointt of Gregory to the J. B. Forbes—the other the condition in which things are left at Hatteras.

In regard to the first I am extremely desirous of knowing how, by whom, and through what influence this man Gregory was appointed. Until he had sailed, and I made enquiry, I supposed him to be the son of our old friend the Commander, whom we made sailing master long since.

It seems he is a very different personage, and from some information which I have obtained, I think there must have been fraud and design in the appointment. I should like to know what Capt. Hudson says of the matter.

In regard to the condition of affairs at Hatteras, I am apprehensive all has not been done that should be. The place is very important, and the country feels it to be so, both here and with the insurgents. I hope the War

Department has taken means to supply the garrison. Have they done so? Will you make enquiry? Our vessels of war have supplies and can assist the garrison to some extent; but the whole requires, if it have not rec^{d}, attention.

As soon as it can be done, the hulks should be sunk, and the other important points secured. It is a great pity the troops could not have been ready to follow up the demonstration with the more important movement beyond. Let me know if any thing decisive as to time has yet taken place—and whether the army is ready to furnish men.

The country craves more action on the coast, like that we have had. It is the most effective service that can be rendered, and there should no longer be any holding back in the matter.

As soon as possible the Minnesota should be at her post. Did Com. Stringham get our telegraphic despatch of Monday? He was in New York last evening.

My regards to you all.

Truly yours

Capt. G. V. Fox
Asst. Secy Navy

GIDEON WELLES

[G. V. FOX TO MRS. FOX]

Washington, D. C.
Sept. 15th. 61.

D^{r} V,

I acknowledge delinquencies of letters and plead guilty and can only say that when [Four lines erased. —EDS.]

Mr. Welles returned last evening. Blair is in St. Louis, on public business, expected back Tuesday. Our

Confederate friends still refrain from the contemplated attack, but it is hourly expected and longed for by our troops who are in good heart. There can be no question of the result. The Maryland legislature convenes Tuesday and it was designed that they should pass an ordinance of secession and immediately disperse and the Confederates would attack at the same time, when the State being out the people would rise and assist our enemies. The plan was most excellent but the principal secession members of the legislature have been arrested and amongst them my friend Wm G. Harrison—thus frustrating that move. I have written to his sister and offered my services.

Our young General still keeps his health and vigor though he rides some thirty miles a day. All is, at length, as it should be, entirely under his charge and upon his shoulders rests the entire and vast responsibility.

You did not tell me whether your Dr had or was to arrive soon. I am very lonely now when I come home but anticipate with a delight beyond words when my wife shall greet me as of old.

Aff Gus

[W. H. SEWARD TO G. V. FOX]

Department of State
Sept 18th 1861

My dear Sir,

Will you do me the favor to call at the State Department, when you conveniently can, today?

Yours very truly

The Hon. G. V. Fox William H. Seward.

[WM. H. ASPINWALL TO G. V. FOX]

Rockwood
Sept. 18, 1861.

My dear Fox

I received your letter when in town yesterday. I agree with what you say about McC. I consider him a genius, and hope he will prove himself a great man, by showing himself superior to vanity from the adulation which generally surrounds those occupying prominent positions. In this connection, pray repeat to your brother in law what I told him in April—not to allow Gen. Scott to resign—he is loved and revered by the people in the Eastern and Middle States, and from these come the sinews of war at present. His loss would tell fearfully in those quarters. We cannot bear anything of the kind. I have been much exercised the last week about the loan. Have given my sole attention to stirring up subscriptions and promoting the efforts of others in that direction. The Banks of this City were in doubt whether they could take the second lot of 50 millions on the 1″ Octo. Certainly they would not at the daily rate at which they were being relieved last week—hesitation or refusal would be fatal; and yet with the best intentions in the world, they cannot retain permanently more than a certain amᵗ of their capitals; and on the extent of the subscriptions by individuals and other corporations towards taking off their hands what they were already committed for, depended their ability to take more. I think the matter stands much better now, and that a new start has been given. I am prepared for what you say about the Potomac, and have thoᵗ from the strength of the batteries there and the ef-

forts made by the rebels to secure boats that they might contemplate crossing the river below Washington—but of this you keep of course a sharp watch.

Annapolis will again become an important point for you, and I should think you would have an armed vessel with a wide-awake Commander there. If the Potomac be closed, Annapolis will be more handy both to your Navy Yard—the sea—and to Northern supplies, than Baltimore.

I have sent to the Secretary a letter from Capt. Dall formerly of the Pacific Mail Co.—on the Oregon route—a first rate young man—of the David Porter style—should you want a commander on the Pacific for any gunboat or small steamer.

By the way, would not Porter be the man to command the naval part of the special expedition to the Southern Coast? and since I am asking questions, let me enquire if you can give one of the new gunboats to Wm. E. Leroy—now on his way home in command of the Mystic. His good Father has a letter from him expressing a great desire for active service.

Truly Yours

Wm. H. Aspinwall

[G. V. FOX TO MRS. FOX]

Washington, D. C.
Sept. 22d. 1861.

Dr V—

Several days have elapsed since I received a letter from the little wife, but of course her public duties are great. We have had some very hot weather almost un-

bearable but to-day it seems a touch of fall, nights very cool.

Our Confederate friends are bothered in their anticipations of attack. The breaking up of the Maryland Legislature and the great number of troops here—their preparation and the formidable entrenchments are too much for them. Besides sickness is very prevalent with them. Our people are, comparatively speaking, very healthy. Only think of a circle of forts entirely around Washington commanding every road with cannon. An English officer says that Washington is safer than London. Jeff Davis knows it and dare not attack, hence the silence, besides we are still receiving 1000 men a day. They go immediately into camp and not drumming up our streets as they did when Nell was here. Very few soldiers or officers are seen in town, yet, on both sides, 300,000 men are in arms within a radius of ten miles from the Capitol. I enclose you Mrs. Oliver's note in answer to mine. She will not acknowledge the right of Gov^{t} to protect itself.

I must go to New York on public business somewhere about the 5th to the 10th of Oct. for a day or two. I fancy you will not move to N. Y. about that time, so do not anticipate the joy which the presence of my sweet little wife alone can give. However, we shall soon meet for long months and then I shall anticipate nothing but happiness.

Aff Gus

Ask Mr. Lord if you better not invest what money you will not want of the deposit in 7$^{3}/_{10}$ pr ct Treasy notes. He receives subscriptions for them. I think I would subscribe.

[W. NELSON TO G. V. FOX]

Private

Maysville, Kentucky
25 September 1861

Dear Fox

I have accepted the commission of Brig: General of Volunteers sent me by the President, and have written to the fourth Auditor to make up my accounts to the sixteenth of September, the day the commission takes rank. This appointment will I presume vacate my commission as Lieutenant in the Navy. I would like in the publication of the next Navy Register that in the notice of the vacation of my sea commission that it was done by my appointment to the rank of Brigadier General. The officers of the army are by law allowed to hold rank in the Volunteers and their regimental commissions as well; that will not apply to the navy I suppose.

I raised a splendid Brigade in the heart of Kentucky, broke down the Governor and the neutrality party, and moved the State into an active participation of the war, all within the space of 42 days from the day I entered the State. I did it, when everybody refused to undertake so dangerous a mission. The *ability* with which I managed the affair is attested by its success. The *energy* by the short space of time it took me to do it.

I turned my Brigade over to Genl Thomas a regular (who can command troops if he cannot raise them) and am here raising a fresh Brigade. I enclose you my proclamation issued this morning. The country here is in a blaze and we expect to have fifty thousand men in

arms in the next thirty days. We can get men faster than the Government can furnish us with arms and accoutrements. As Kentucky is the real Key of the War, her wants should be attentively supplied.

Why don't you send out a big expedition and give Charleston hell!

The Cape Hatteras business has alarmed the Confeds more than anything yet that has been done. We have people continually coming from that direction, the South, who tell us that the alarm of such an expedition is raising the devil in all their sea ports and distracts them very much. I am certain that 10,000 men can take New Orleans today.

Make my compliments to the Ladies at your house and to Mr. Blair.

Very truly

Capt. G. V. Fox W. NELSON
&c, &c, &c.

By the way, I wish you would do something for me if you should have time.

When I was in Washington on the 5th July I went to Purser Galaher to draw my pay for the month of June. He had no money, but I signed his roll and he was to place the money to my credit at Riggs. I did that, because I was compelled to leave Washington next day. I am told that Galaher has gone to the bad. Will you see if he did place that money to my credit at Riggs? and if he did not, will I lose it?—I will make affidavit to the facts of the case if necessary. The matter can be easily ascertained from the wretch himself I suppose, or from the date that he got his money from the treasury which will demonstrate that I was not in Washington at or after that time.

W. N.

Write to me at this point.

[Newspaper clipping enclosed in letter of September 25]

MAYSVILLE, KY.:
Tuesday afternoon, Sept. 24, 1861.

TO THE PEOPLE OF KENTUCKY.

By command of General Anderson, I have established my Head Quarters at Camp KENTON, one mile from the town of Washington, in Mason co., where I will receive, arm, and equip volunteers in such numbers as may offer.

Our native State has been invaded by the forces of the so called Confederate States, headed by Kentucky traitors. I call upon you, fellow-citizens, to take up arms for the defence of your fire-sides, your wives and your children. Every incentive that could induce men to draw the sword is now urging you forward. Your homes, your property, your civil liberties are tottering to destruction, and can only be sustained by stout hearts and willing hands. The hour has come; and it becomes us to show that we are worthy sons of the men who fought at Miami, at Tippecanoe, at the River Raisin, at New Orleans and at the River Thames. The flag of our fathers, that flag of Freedom, is unfurled amongst you. Rally around it, you that have souls to be free, and let us hurl back treason to the shores of the Gulf. Kentuckians, I call you to the field!

W. NELSON
Brigadier General.

[G. V. FOX TO MRS. FOX]

Washington, D. C.
Sept. 28th 1861.

D. V.

I am very much gratified at the 107 lb, but I expect it will be 120 after your final doctoring. I believe comparative health to be within your reach; I long and pray for it. [Three and a half lines erased.—EDS.] We were surprised by a visit from Col Barnes, who looks well. I took him over to the famous Munson's Hill just vacated by the rebels and he was much pleased with the visit. As they only occupied this post to provoke us to make an attack their withdrawal has no significance whatever except to confess that the bravado was foolish. It is a position of no use to anybody. Much as they threaten an attack, it seems really impossible for them to be so desperate as we are perfectly prepared at all points and most anxious for it. Their works on the Potomac are defensive and will not close the channel.

Tell Nell that Nelson is a Brigr Genl in Kentucky. That State is in a blaze for the Union and will be a terrible enemy to their flank. We saw in the New York papers Mrs. Blair and family at the St. Nicholas, but presume it cannot be our Mrs. Blair. Our great naval expedition will sail about the 10th of October, and I shall go to New York for a day or two, I think about the 5th, as I wrote you. Of course your movements are decided by other matters and these are of greater importance to me than even my country.

The Col. says Charles has as much as he can do and has a high reputation, and is happy. You know he

never says less about his boys. Trusting your cold has left you and that you are well and happy [One and a half lines erased.—EDS.]

Aff GUS

[J. P. BANKHEAD TO G. V. FOX]

Unofficial

"Susquehanna" off Hatteras
Sep 29th/61

My Dear Fox,

Should an application be made for the position of Master by Mr. Churchill, (at present Master's Mate on board of this ship) I hope you will give it a favorable consideration, for he is a very good, intelligent and experienced seaman and his services would be valuable anywhere. I advised him to make the application and I believe he has already done so.

The change that has been made in the Squadrons fell like a Bombshell among the old gentlemen. Our skipper does not know what to make of it. I believe there is not much regret expressed on board of this ship. He wanted the energy necessary to command a ship like this on a blockade—too *slow, too cautious,* and in fact *too* old. It caused much surprise among us all down here that no attempt was made upon "Beaufort" the day after Hatteras fell, as we had the best of reasons for knowing that had it been made the place would readily have fallen. The people on this whole coast were panic stricken and were only waiting for an excuse to give up. The golden opportunity has been lost however, as the enemy have been constantly employed improving the defences of that place ever since and it would now be no easy job to take it, although I think it feasible with

a proper land force in addition to the Fleet. A singular mistake occurred here at the time Hatteras was attacked and I imagine not generally known. At the close of the first day's firing, the enemy showed no flag and the signal to "cease firing" had been made by the Flag officer under the impression that the place had given up, final orders had been sent to this ship, and the Flag ship was actually underweigh for Old Point when the fort commenced firing upon the "Monticello" which was then attempting to enter the Channel. It was reported the next day that the Flag officer was satisfied that the fort had fallen. Without wishing to comment too critically upon the acts of my superiors, I can't help thinking that the whole business was very loosely managed. Had a boat been sent in to take soundings and a few buoys placed at the commencement of shoal water, the squadron could have gone in close and finished the whole matter up in a few hours instead of two days and saved to the Government many tons of shot and shell which were literally thrown away and produced no effect whatever (except noise). Hatteras is perfectly secure at present against any force the enemy can bring, protected as it is by the heavy batteries of the "Pawnee" and the several tugs with their guns. Our services may well be dispensed with here and made available farther down the Coast, particularly between Charleston and Fernandina. There are no less than four good inlets between Savannah and Brunswick into which 14 to 18 feet can be carried at high water—viz. Big and little "Sapelo" "Doboy" "Altamaha" and "Hampton Creek." I was two and a half years surveying on that coast and am perfectly conversant with it. Besides the above there are several good entrances such as "Ossabaw, St. Catherine's and St. Andrews," all good harbors.

Should an opportunity present itself and a Lieut. Comg. may be wanted I hope you will bear me in mind. I am getting tired playing second fiddle and besides a little tired of the old "Benbow" system of carrying on matters.

We have a joke down here on the two late Commanders of the "Hatteras" expedition— "That after the fight they had a foot race North to see who should get there first and get the most credit." Butler beat Stringham.—Had they both remained, we might have had the whole coast in our possession.

Believe me Yrs truly

J. P. BANKHEAD.

[G. V. FOX TO MRS. FOX]

Washington D. C.
8th Oct. 61.

Dr V—

Blair went off in such a hurry I had no notice of the event or I should have written by him, assuming of course that you would expect a letter by his hands. I went down to Old Point Sat. to see our new flag officer and brought him with me to the city Monday morning. There is quite a panic down there from the ironclad vessels the enemy have and the stupid cowardly loss of the Fanny. Thank Heaven there was no navy officer or seamen on board of her—all soldiers. The Army have turned over the Rip Raps to the Navy and we have sent down a large body of sailors to take possession and I shall give a good account of any attempt from the enemy.

The Confederates are still supposed to be in large force opposite but very little is really known of their

movements or numbers. We have had intensely hot weather ending in tremendous showers and cool weather, health of the army good. The Col is here and dined with me yesterday. *Our house* is full of mechanics and as they appear to do little I told them the papers said Mr. Blair had gone after his family and they better make haste with the repairs and painting. So to-day a

[Other half of double leaf torn off.—EDS.]

[H. PAULDING TO G. V. FOX]

Huntington, Long Island, N. Y.
Oct. 23rd 1861

My Dear Sir;

We had adjourned over and I was at home on Long Island when your esteemed favour of the 19th came to me and for which I sincerely thank you. I would have taken no interest in my young friend Nichols if he had not declared his loyalty in such terms that I could not doubt him. He is a good professional man and will do with a will what he is told. That is the kind of subordinate officer I like to see and one who commands should in my view survey the whole field and strike quick and hard wherever and whenever he can. By the way, if it is not a state secret, let me reply to those who ask me why the Batteries on the Potomac are permitted to exist and fire with impunity upon all who pass them! —Do we want guns or men or is there a mysterious or secret purpose in allowing so great a nuisance to exist?

Every body seems to wonder and no one more than I do. I know the Flotilla to be very large, that it is well armed and the destruction of hostile Batteries seems to

me amongst its important and imperative duties unless there is a policy in restraining its power. Many of our most intelligent people are annoyed and at times quite discouraged with this condition of things. I know, my dear sir, that your heart beats with as warm a pulsation as mine for that which concerns the honour and chivalry of the Navy and therefore feel assured you have a good reason for inaction on the Potomac. I hope it is a wise policy and not the hazard of ships or men. Don't let this restrain us whenever the enemy should be driven. We must meet them at all points and everywhere show them a bold front.

I greatly fear the weather is unpropitious for Dupont. My head and heart have been with him and day and night I have been wakeful and watchful. A little earlier would have been better and yet we will believe it will be all we can wish.

It is a sad story we hear of Hollins and the Deltas! Can it be so? I trust not. If I had the power in these times I would bring all offenders to punishment and I am not sure that those who claim to be unfortunate would escape.

If Bell is not wanted to be held in reserve in case of McKean's breaking down he would make a good officer for the Pacific Squadron. Would it not be good policy to divide the Gulf as well as the Atlantic Blockade? I think the service might be better performed. It is not good policy to charge a man's mind too much and so it will add to efficiency it matters not whether one or two flags are flying. We have great and important work to be done there I hope at no distant time. Don't be unmindful of Farragut. He is a valuable officer whenever you can use him.

Tom Craven is my personal friend but if he is not up to his work I sincerely hope the Sec. will supercede

him. I cannot but think that Tom is slow unless under orders to be so.

I conversed with Steedman at the Astor House the day after you left and he gave me very interesting information of the Western Waters. It will be a glorious enterprise down the Mississippi and the only good thing I have heard of Fremont, if it should be placed to his credit, is the preparation of the vessels for the descent. I might say if I could, I should like to be one of them. I am glad the magniloquent gentleman, Jesse and all will be otherwise provided for. Our friends here say we are everywhere outnumbered and defeated and they begin to talk of the young Genl saying if two hundred thousand men more are wanted they can be available by the action of the government. It is quite time now that the Giant put forth his strength.

There was secession even here in our village of Huntington when I came home. I met some forty at their headquarters, threatened the leaders with Fort Lafayette and from that time there is not a man in the country but what is loyal. With my kind regards to all our friends in the Dep't I am

Faithfully your Friend

G. V. Fox Esqr. H. PAULDING
Assistant Sec. of the Navy
Washington

[H. PAULDING TO G. V. FOX]

Huntington, Long Island
Oct. 23rd, 1861

My Dear Sir:

Steedman suggests at the proper time the recall of two of the Sail Frigates that will give us a thousand

well drilled seamen with their officers for the Western Waters. The moral as well as physical effect will be very great. We can get other men to fill their place in a short time—please have it in mind.

I will make gunners and I trust officers on board the North Carolina if I shall be favoured in the dispensations of Providence.

If you have no better first Lieut. to send to the New York Yard let Leonard Paulding come there if he can be spared from where he is employed. He says he cannot recruit at Chicago, seems pleased with his service on the Western Waters, but he is a hard working man and I can use him to great advantage.

With all my heart I wish you would drive the Rebels from the Batteries on the Potomac. Let not the navy suffer the disgrace of the Potomac's being closed against our transit. I am sure we have the power and let us use it.

I wish that men like Ward were there. Tell me something about this matter. I will be confidential if you desire it.

If you see Mrs. Lee say that, although I have not written I greatly desire that she and her gallant husband should be with me in New York. She will make the climate friendly to us all and to me her presence would always cheer the darkest day.

Tomorrow I go to the Retiring Board and the next day to the Yard. Always hurry me up and tell me what you want done and rely upon my zeal and steady determination to do all that is possible.

Faithfully your Friend

H. PAULDING.

G. V. Fox, Esqr.
Ass. Sec. of the Navy,
Washington

[E. SIMPSON TO G. V. FOX]

Unofficial

U. S. N. Academy.
Newport R. I.
Oct. 25th 1861

Dear Sir

Our 1st class is progressing very well, but it is very important for us to know positively if it is the intention of the Dept. to take them in February, as it would cause some change in the duties, which they would pursue between now and then.

If you conclude to take them, I believe that you will find, with one or two exceptions, the best drilled graduates in Seaman-ship and Gunnery that ever left the Academy. They were all with me afloat last summer, and I know that they can teach many of the new Ensigns who have been here for their final examination. I suppose that you are much in need of officers, and I have no hesitation in recommending you to take these Mids. of the 1st class in February *if you give us notice now.*

They are good Navigators, all of them being able to find Lat. and Time by the Sun, and many of them can determine the same by the Moon and bright stars. They will be a loss to the Academy, for they are doing their duty faithfully as cadet officers, and are a great assistance to me in carrying on discipline, but I shall have the 2d class to fall back upon and will, no doubt, succeed in inducing them to follow the example set by the present cadet officers.

I am very much in want of a set of Forwd Officers for the Practice ship John Adams, on board of which ship

I expect to do much sailoring during the Academic Year. I believe that you agree with me that she ought to have the pick of this class of officers.

Please let me know if unofficial notes are only troublesome to you.

Respectfully

G. V. Fox Esq
Asst. Secy. of Navy.

E. SIMPSON
Comdt. of Mids.

[EDWARD F. DEVENS TO G. V. FOX]

U. S. Ship Vincennes,
At Anchor off NE. Pass. Mississippi
October 28th 1861

Dear Sir

Thinking that an account of our retreat from the "head of the passes of the Mississippi" might be acceptable to you, I have ventured to send you a true account of the whole affair, as none of the responsibility of the "run" was vested in me, I can do so with impartiality.

The alarm was given at about 3.30 AM on the morning of 12 inst., caused by the appearance of the "Ram" close to the Preble, and making directly for the "Richmond," going at a most tremendous rate, which vessel she struck just abaft the foremast on the port side, and just below the water's edge, crushing in 3 planks of the outside planking and skin, each of which I should suppose were 4 inch oak plank. They succeeded in nailing on a piece of plank outside, and in this manner partially stopped the leak. The Richmond did not receive the whole force of the collision as she had a schooner alongside at the time which vessel was struck first and had her bowsprit carried away at the knight-heads, she

afterwards drifted ashore and fell into the hands of the rebels. Had in about ten tons of coal, and was formerly a prize to the "South Carolina," and one of the Vessels captured with arms for the traitor's aboard. From the appearance of the Richmond's side in the vicinity of the hole, I should say that the ram had claws or hooks attached to her, stationary, or masked by machinery, for the purpose of tearing out the plank from the ship's side. It is a most destructive invention. From those who saw, I learn that she resembles in shape, a cigar cut lengthwise, and very low in the water. She must be covered with railroad iron as all the shell which struck her glanced off, some directly at right angles. You could hear the shot strike quite plainly. They did not appear to trouble her much as she ran up the river at a very fast rate. That was the last we saw of her, just after she got clear of the Richmond, a rocket was fired from her. This was a signal to the rebels that all was right, for immediately three immense fire ships were lighted about two miles above us. These fire vessels were river Steamers covered with loose cotton, saturated with some very inflammable substance, probably raw turpentine, and towed by two tugs. The Richmond now made signal to get under way and proceed down the river, which was done by slipping the chain. At daylight four rebel steamers were seen coming down the river, and our ships in full retreat. They proved to be the Ivy, armed with one rifled 32 pound gun and a 24 pound howitzer, the McRae, formerly the 'Marquis de la Habana,' armed with a rifled 24 pounder and four 32's weighing 33 cwt and two river boats each armed with light rifled guns. I got the above from a Mobile newspaper. At about 6 A.M. the Ivy opened fire on us soon after the other steamers did the same. At first their firing was rather wild but after they got their

range they did better as the shell struck the water close to us and some of them threw the water on our decks. Just before we got to the bar we signalized interrogatory #43, "Shall we anchor"— Richmond answered #435, "Cross the bar, or run into port provided your pilot considers the same safe, otherwise make the negative signal," which we answered by making the "negative." This was not noticed by the R. Soon after we grounded on the bar, stern up river. The Richmond did not offer to tow us off, but made all possible exertion to get away. Running past us with both steam and sail on her, she grounded about $\frac{1}{3}^{d}$ of a mile below us. All this time not one gun had been fired by us. It was outrageous to see a splendid ship like the R, one of our most efficient vessels running away from 9 guns, if she had been properly handled she would have had one if not two of the rebel steamers. After we grounded I went twice or three times to Capt. Handy before I got permission to get two of our eight inch shell guns out the stern ports. As these guns were in my division I had charge of them. I made short work getting them at work, and was obliged to fight them without breechings as none would fit the starts. Soon after I got to work with them the word was passed that the Richmond had made signal No 1 "Abandon ship." I was thunderstruck. I could not believe it. Then a regular panic ensued on board with the exception of the men I had with me at the guns. All hands left the ship with exception of my men, the gunner, Capt. H. the first lieutenant and myself, and we were ordered into the boats when the men said *No*. The rascals did not dare to come within range of our guns. I told Capt. H. so. One of my guns got partially dismounted. I reported it. Then the gunner was ordered to put the match to the magazine, for the purpose of blowing the ship up. They had no right to give

such an order. The ship had not been struck, nobody was hurt, and as I said before the traitors dare not come within range of our guns. The match having been applied to the magazine we all had to leave. It was a most disgraceful proceeding. Myself and gunner were among the last to go. An old man who had been in the service over thirty years burst into tears, and crying said, "O my God I have sailed under that flag many a year and never run from it before." He was at Tobasco and in the boat Charles Morris was killed in. This circumstance alone ought to lay hard on the hearts of those who ordered us to desert our ship without cause. We all went on board the "Richmond." Had not been there 20 minutes before the *Rebels* all went up river. I was sent down to Barataria-bay, in a small schooner for the "South Carolina." I made quick work of it. I went down a distance of 40 miles and returned in less than 12 hours. When I got back found that the McClellan was alongside the Richmond. Went on board and the officers told me that they were all ready to abandon ship. Such was their fear of the ram. As long as such men as Pope and Handy are to command we will never do anything. We want young men or men like David Porter. H. & Pope may be good men and religious men but religion will never kill rebels. After waiting some hour or so for the Vincennes to blow up a boat was sent from the R. to her and they found that the match had gone out. Whether the gunner left it so, knowing that the rebels dare not board the ship or not, I cannot say. He is a splendid man, and great reliance can be placed in him. I did not go on board until the next day as I was ordered to the Preble (which vessel was cruising outside) for some of our men. When I did go on board what a sight. All the 32^{s} had been thrown overboard, with some ten ton of round shot. The ship was towed

off, by the "McClellan and South Carolina." I truly felt ashamed for our side, the idea of such ships as ours being driven down the river by nine guns. It was outrageous.

It has now to be proved whether the signal to "abandon ship" was ever made. Capt. Pope denies ever making it. Capt. Handy as stoutly asserts that he did. We must have a Court of enquiry to clear up this matter, show where the blame rests, and let those who did their duty have a chance to clear themselves. If I were asked if the signal was made or if I believe it was made, I should be inclined to say, No, but I truly do believe that Capt. H. thinks it was made. When we left the ship Capt. H. wrapt an American ensign around him, and went on board the Richmond in this manner. During the whole I did not hear him give one order, but to order the men into the boats. We did not have much discipline on board. The powder was passed up from the magazine by the arm-ful, and men running up with a cartridge holding it by the tie. I could tell you much more than I wish to write. I am afraid that the men have lost faith in their Commander, if such is the case it is very bad. We have a fine set of men if ably commanded. The crew are mostly composed of fishermen and men brought up in the coasting trade. You can't find better sailors, nearly all Americans and good pluck when well handled and a good example shown them. We have men enough here to man two gun boats, if they really have no faith in those appointed to command them they would be much better when transferred to other ships, and would give a good account of themselves.

Winslow in the Water-Witch has done more hard work, than any other vessel here, going night and day. He has chased the "Ivy" up river three times. He

came down the pass on the day of our disgraceful retreat, a long distance astern of the "Richmond." Several times he ran up and tried to get the rascals to come within range of our guns. He ran under the Richmonds stern and said to Capt. Pope, "I consider it to be your duty sir to go up and engage the enemy." Capt. Pope replied, "I think it is your duty to do so, sir."

If any of the "Acting Masters" are ordered home to join the new gun boats, I would request that I might be one. I am thoroughly versed in all naval tactics and have confidence or vanity enough to say wherever I may be ordered, I will give a good account of myself. I have made an application to the "Secretary of the Navy," asking him "if it is deemed necessary to confirm any of the acting appointments made by him," that I might be one.

Trusting that this will find you and your family in good health, and again thanking you for your kindness to me, I remain,

Your most Obedient Servant

EDWD F. DEVENS

Acting Master, U. S. N.

Van Ness Phillips and paymaster Cutter wished me to remember them to you. I saw them to-day.

[C. H. DAVIS TO G. V. FOX]

Flag Ship Wabash, Port Royal
Nov. 8th, 1861.

My dear friend:

After my own immediate connections at home, I have thought of no one more than yourself in relation to the

fortunate termination, in the action of the 7th., of your labors, cares, and responsibilities, in assisting, fostering, and promoting this expedition.

I have been very sensible of the brave manner in which you have performed that part of your duty which required you to make the appointments to this and the northern squadron—and I heartily congratulate you upon a result which has fully justified your decided and responsible course of action.

Very faithfully yours

Hon. G. V. Fox. CHARLES DAVIS.

[THOS. O. SELFRIDGE TO G. V. FOX]

"U. S. S. Cumberland"
Off Newport News Nov. 11th/61

Sir,

Some months since I addressed a few remarks to the Dept., which were so kindly received, as to prompt me to the liberty of writing to you unofficially, some ideas that have possessed me for the capturing of Norfolk. Not that I have the presumption to suppose, that this plan of mine will be followed, but if there should be anything in it, that may serve as hints to others, I shall feel fully satisfied. I trust, Sir, at all events, if you consider the subject matter of this letter out of my province, you will ascribe it to zeal in the cause that we are mutually engaged in, rather than a desire to thrust myself into the notice of the Dept.

At this particular time, when the eyes of the South and indeed of the whole country are directed to the Southern expedition, it seems that a sudden and secret attack upon Norfolk, would be more likely of success

than at any other; but to ensure it with the force that is now here, it should only be known to the commanders until the hour of striking. If this can be done, I believe my plan would be successful, though no doubt at considerable sacrifice of life.

Sewall's Pt. and Craney Ild. are the two keys of Norfolk, once in our possession, they could be held by a small force, and we could take our time for the capture of the town.

The forces now here consisting of about 1000 men and three ships of war, could not be largely reinforced without exciting suspicion, and it is with this that I propose mainly to operate.

From the best accounts there are about 8000 men in and around Norfolk, but after manning their batteries, I do not believe that there would be more than 2000 troops available within two hours to defend Sewall's Pt.

I would propose the day before the attack, that the Cumberland should proceed down the Roads towards the Capes with an apparent intention of going to sea. On the night of the attack she should return, and 3000 of our best troops should be conveyed *after dark* to the "Rip Raps" ready for immediate embarkation.

At least 25 flat boats should be obtained capable of carrying 100 men or a company each. These, with all the howitzer boats of the squadron, should leave the Rip Raps, so as to be ready to land in the rear of Sewall's Pt., at the time the Minnesota and Cumberland commence their fire upon its batteries.

At least four of the new gun boats and two mortar vessels, at the same time should take their position for the bombardment of Craney Ild, and two steamboats, for instance the Express here, and some other, filled with troops should make a feint of landing in the vicinity of Pig's Pt.

To prevent suspicion, the gun boats and mortar vessels, very necessary to the success of the whole, should arrive and leave some days previous, for some near portion of the Virginian shore, say the mouth of York river, with orders to arrive in the Roads after dark, on the night appointed for the attack; and as additional precaution I would propose that the flat boats should be brought and carried away by these gun boats. To make a successful landing the flat boats should be manned by sailors, and it would be well that their crews should be picked out and drilled elsewhere.

There should be a couple of steamers of from four to five feet draft, armed temporarily with a 32 pdr., to precede the boats, and clear the shore for landing. One of such, the "Hunter Wood," is here now.

Sewall's Pt. in our possession, I think that Craney Ild. could be taken after a two days' bombardment, by an attack of our squadron in front, and troops in boats on the flank.

I claim nothing original in the above, nothing which I dare say has not been discussed elsewhere, and as I said, I put them on paper from zeal, rather than to court notoriety.

But I fully believe if the newspaper correspondents can be muzzled or better misled, if the whole system can be so perfected as to be known only to the commanding officers, and the preparations begun and ended in the night preceding the attack, that it will result in success.

I would add, what is no doubt known to you, that though the water is shoal around Craney Ild, that it will in all places admit vessels of 10 feet draft, and enable our new gun boats and temporary mortar vessels to take positions at 3000 yds., so as to *rake* the front defences of the Island, and at the same time be exposed

to the fire of comparatively few guns. Indeed this is the only way it should or could be attacked.

I have been thus particular in minor things, as the success of all plans, after all, depends principally upon little details.

I am Sir, Very Respectfully,
Your Obt. Servt.

Gus. V. Fox Esq.
Ass. Secretary of the Navy
Washington D. C.

THOS. O. SELFRIDGE
Lieut. U. S. N.

[G. V. FOX TO W. L. HUDSON]

Navy Department
Nov. 11, 1861.

Capt. W. L. Hudson
Boston

My dear Sir:

I received the papers in the "Mercedita" matter, and forwarded them to Mr. Morgan who has just returned them with his answer, a copy of which is enclosed. So far as I can recollect this matter, it may be stated thus briefly— Chas. Burrill (with the look of a dishonest man in his face) came here to sell steam boats generally, and the "Mercedita" in particular. He might from his actions, behavior, and appearance, be styled the underground agent. Jewett & Co. were the Patriots. They wrote to the President and all the Departments that they were loyal and true, and urged in strong terms that this vessel should be taken on high grounds. A. M. Gallaher, brother of the Purser, also appeared on the boards, but he was very unceremoniously tumbled overboard by Jewett & Co and disappeared after enter-

ing a protest at the Dept about his commission in the matter. The vessel was examined and objected to on account of the deck for the guns being low.

Thus matters stood for several months, this rascal Burrill turning up occasionally at the Dept. Finally they went to work upon our Board in New York and from $130000, came down to $100000 with an agreement to alter the vessels according to Constructor Pook's plan, which involved $15000 expense. If they have done this faithfully I have no doubt, as you say, they have had a hard time of it. They came at us with the belief that we were prepared and willing to buy every steamboat at anybody's price, and they have found out their error, and gnash their teeth in bitterness and disappointment. I think your opinion of the whole concern is very happily expressed and is certainly shared by the Dept. I cannot understand how your name was even mentioned by this Burrill. The Sec'y is perfectly indifferent whether it be published or not, so am I. We have not yet finished with this party.

Very sincerely,

G. V. Fox.

[H. PAULDING TO G. V. FOX]

Navy Yard, New York
Nov. 15th 1861

My Dear Sir;

Although I have but little time, I am too happy not to address you a word of congratulation upon the result of Dupont's first gallant assault upon the enemy. With so many disadvantages resulting from the terrific storm considered, the exploit was magnificently accomplished

and all naval men must acknowledge that the manner in which the assault was made and the enemy's defenses destroyed is unsurpassed for dashing gallantry as well as professional skill.

I thank Dupont for the honour he has conferred upon the Navy, doing justice to the character of our noble seamen and I am much gratified with the compliment he so justly conveys for the aid he received from you. There seems to have been no holding back in the Fleet but all our fine fellows came steadily and dashingly up to the work.

It will open the eyes of our delinquent countrymen to the prospective responsibilities upon their hands.

We are working all the time and as fast as we can. I have discontinued the night and Sunday work except in extreme cases. It was very expensive and we did not accomplish much.

The additional time by commencing earlier in the morning (recommended) will be much more for the interest of the government.

By the Times of yesterday, it is stated that Tom. Brasher is to relieve Almy. I hope it is not so and beg you will not permit so great an injury to be inflicted upon me or the public service. He can give me no assistance and I am in want of all I can get. Almy is familiar with the work of the yard and a very industrious, thoroughgoing officer. My office duties confine me so constantly that I must of necessity devolve the personal superintendence of outdoor work mostly upon the commander, and his task is very laborious. I would like to keep Almy at least as long as through the winter and when he leaves it is much to be desired that we should have a sensible man of good naval character.

And now let me beg of you, now that we have a foothold in Carolina, to send a crowd of ships, freighted

with our northern soldiers until we have at least one hundred thousand and more, as many more as may be necessary for conquest.

Dupont must take Bulls Bay, Fernandina and every other place along the coast where we may wish to cramp the enemy. They will have to leave Virginia if we do this and the task of the young General will be simplified in a great degree. Excuse me for writing so long a letter and believe me with kind regards

Your Friend

G. V. Fox Esq[r] H. PAULDING
Ass. Sec. of the Navy
Washington

[O. H. PERRY TO G. V. FOX]

Lowell, Nov. 20, 1861

My dear Sir

I take a moment of your time to congratulate you on the well deserved success of your Naval Expedition. You have gained great reputation by it, "the right man in the right place" is conceded by all. It did my heart good to have your management of it so publicly acknowledged,—and it amuses me to think of some of your former business friends—tho' I have not had a chance to have a slap at the head devil.

We have been some what startled by Wilkes boarding the Trent,—tho' he could not well have done different, nor could an English commander have failed to fire into him had he been present. It will be a very severe test of English feeling towards us. The pressure that will be brought on the Government by those who desire a rupture with us will be great, perhaps more than

they can stand, then a war with England, then a chance for the Navy. I should have to offer for service, believing I could even now make as good a Naval Commander as you could get from the Merchant service, and a good deal better than some taken from the retired list. Still I hope for the sake of all, England may take a sensible view of the matter. Yet in any case you will have greatly to increase the Navy. I should be glad to have a line from you and anything you may say will be strictly confidential.

Yours most truly O. H. PERRY

P.S. We have had a famous year at the Ma'x.

G. V. Fox Esq
Washington D C.

[J. C. HOADLEY TO G. V. FOX]

Lawrence, Mass., Nov. 22, 1861.

My Dear Capt. Fox:

I am too happy to keep silence. The Navy is covering itself with glory, and filling the country with satisfaction.

The capture of Mason and Slidell is *too* good! I do not believe the capture of New Orleans itself would have diffused such lively and universal joy. I am quite sure I should not have felt such a thrill of delight in consequence of it. Indeed, I did not know that I could be so happy as this good fortune has made me.

Of course there is room for a great many "profound regrets" that circumstances rendered it necessary to take them from under the sheltering folds of the British flag. "Sincere apologies" may be properly made for the trespass; with strong assurances that we

hope not to be obliged to do so again—until the next time! But we have the men! Of course England can have no interest in them or their fate,—that's lucky,—that simplifies the matter.

We have these arch rebels, and—unless we "swear them and let them go,"—they will do as hostages for the safe-keeping of Col. Corcoran, and the rest,—whatever may be the course of justice towards convicted pirates.

About that matter, I hope there will be no squeamishness, no pusillanimous hesitation to do strict justice to convicted felons, for fear of fresh and atrocious crimes threatened by their accomplices. I am not bloodthirsty, I trust.

I do not desire to see inaugurated a system of unnecessary and indiscriminate hanging.

I would not seek to deter the rebels from the execution of their ferocious threats by counter threats of bloody reprisals. But I would no sooner have our Government falter to hang the Savannah pirates in due course of justice, than I would have had Virginia hesitate to hang John Brown. The execution of a convicted pirate is an act of justice which all civilized men must applaud. Retaliation upon prisoners of war, would be an act of wanton and savage cruelty, which would make its authors abhorred of all men. Perhaps we of the patient North,—so full of almost unmanly complaisance towards men who are our enemies, while we are their best friends,—perhaps we can only be induced to make real, earnest war, which shall have for its sole end—not fighting rebels,—but conquering them,—by some such fiendish act as they dare to threaten.

By heaven! If so only can a pirate be hung, I will go voluntarily and deliver myself up to the rebels, for them to retaliate upon!

Your name is on all lips, in connection with the glorious achievements of the Navy.

You must know how delightful it is to me to hear such just encomiums bestowed on one I so highly esteem. When I wrote you last, I felt rather blue; and although I do not clearly remember all I wrote, I fear there were some indiscreet and unbecoming allusions to my private affairs,—I feel better now.

I have good letters lately from my brother-in-law, Mr. Cochran, of the firm of Ainslie and Cochran, Louisville, Ky. He is a Union man, of the truest dye, —and all his friends are of the same stamp.

He rendered early and efficient service, and continues to do so. A. & C. have an excellent Machine Shop and foundry, one of the best in the country, and the only one in Louisville which has continued to run without interruption. They are admirably fitted to make shot, shell and friction primers,—all which they have made to some extent,—acceptably, to the order of the chief of Ordnance there. They will execute orders to any extent, at the same prices paid elsewhere.

Large quantities of such munitions must be wanted in Kentucky; and ought not Louisville to supply them to some extent,—Louisville, which has behaved so well and suffered so much?

Of course I can neither degrade myself, nor insult you, by asking anything of this sort as a personal favor. The interests of the country are the only interests which either you or I can have in view. If those high interests can be best subserved by sending a large order for shot, shell &c. to Ainslie and Cochran, I trust it will be done.

But will you ever read so far in my long, illegible letter? I hardly dare hope so.

I went over to Lowell the other day, with my sister,

Mrs. Pease, to see her boy Henry, (younger than Lester,) who is a private in the 26th. Regt. Co. E. This is the old 6th Regt. M. V. M., Col. Jones, recruited up to full ranks. I went aboard the fine steamer "Constitution," on Wednesday, to see them off. It is a good regiment.

I *wish* General Sherman could have had 35,000. seasoned troops, so as to have taken immediate possession of Charleston and Savannah.

Please tell Mrs. Fox that Mrs. Griggs is with us now, and that both she and Mrs. Hoadley send love to her. Tell her also that Hattie has a fine girl, born on the 15th inst.,—Helen Cochran. All well with her. Please present my regards to all the members of your household.

Yours truly,

J. C. HOADLEY.

[C. W. FIELD TO G. V. FOX]

Private.

New York December 14th 1861.

Sir,

It was my intention on my return from Washington, to have copies made of the letter which I addressed to Major General George B. McClellan on the 7th inst., that one might be sent to the President and each member of the Cabinet, to General Meigs, Col[l]. Scott Assistant Secy of War, Captain Fox Assistant Secy of the Navy, Professor Bache L.L.D. of the Coast Survey, Professor Joseph Henry L.L.D., Secy of the Smithsonian Institute, and Commander J. M. Gilles Superintendent of the observatory, but as I feared the great press of busi-

ness would prevent the reading of so long a manuscript, I have had a few copies printed, and send one with this.

This matter I wished to have kept private until all the details were decided upon, but by some means unknown to me, it has appeared in several of the newspapers.

Trusting that this subject will at once receive the attention which its importance demands, I remain,

Very respectfully Your Obedient Servant

CYRUS W. FIELD.

Capt. G. V. Fox
Assistant Secy of the Navy
Washington, D. C.

[C. W. FIELD TO G. V. FOX]

New York December 16th 1861.

My dear Sir

On the 12th 13th and 14th instant, I wrote you, and now enclose copy of a letter which I addressed to the Secretary of the Treasury on 11th of last May.

Since that time I have visited Washington eight times for the purpose of urging upon Government the importance of establishing telegraphic communication with its principal Military and Naval Stations, on our Sea Coasts.

In ordering a cable it should be borne in mind that there is a difference of more than 50 per cent in different kinds of copper wire in conducting electricity, that is a cable made of a particular kind of copper wire will transmit through a long Submarine cable more than double the number the words in the same time, that other kinds will do.

I have a printed Report of the Joint Committee, appointed by the Lords of the Committee of Privy

Council for trade and the Atlantic Company to inquire into the Construction of Submarine Telegraph Cables; together with the minutes of Evidence and Appendix, presented to both Houses of Parliament by command of Her Majesty.

This Report makes a book of 519 pages 13 inches long by 8½ inches wide, and contains much valuable information, on Submarine Telegraph Cables, and I shall be happy to loan it to you if you desire it.

I remain Very truly your friend

CYRUS W. FIELD.

Captn. G. V. Fox
Assistant Secretary of the Navy
Washington D. C.

Enclosure

New York May 11th 1861.

My dear Sir

Please hand the above receipt to Miss Chase.

Pardon me for repeating in this letter some of the suggestions which I made to the President, yourself, and other Members of the Cabinet during my late visit to Washington.

1st. The Government to immediately seize all dispatches on file in the Telegraph Offices, which have been sent from Washington, Baltimore, Wilmington, Philadelphia, New York, Hartford, Boston and other Cities, within the last six months, as I feel confident they will on examination prove many persons, not now suspected to have been acting as Spies and traitors.

2nd. The Government to establish as soon as possible telegraph communication by means of submarine cable, between some of our principal Forts on the Sea-

board, and the nearest telegraph line, communicating with Washington, so that the Departments can almost instantly communicate with the commanding Officer, at every particular point desired.

3rd. For each Department of the Government to adopt a Cypher with its confidential Agent at important points of the Country, so that they can communicate confidentially by telegraph.

4th. For the Government to send at once a Confidential Agent to England, with a competent Naval Officer, to obtain from the British Government by purchase or otherwise, some of the improved Steam Gun Boats, and other vessels to protect our commerce, and to assist in blockading Southern ports.

5th. For the Government to immediately take such steps as may be necessary, either by a Confidential Agent, or through their Foreign Ministers, to prevent the purchase or Charter of Steamers in England or France for the Southern Confederacy.

I fear very much the effect upon our people, and the Governments in Europe should the Rebels be victorious in the first one or two battles, or successful in taking Vessels sailing under the United States Flag, or capture any of the small Steamers sent to blockade the Southern Coasts.

Every exertion must be made to crush out at once, this wicked Rebellion, and hang the leaders.

With much respect I remain

Very truly your friend

(signed) CYRUS W. FIELD.

Hon. Salmon P. Chase
Secretary of the Treasury
Washington D. C.

[F. ENGLE TO G. V. FOX]

Unofficial

Brooklyn Dec. 18th 1861
Pierpont House

My Dear Sir,

My mind is so entirely taken up with our Southern success that you must excuse me for troubling you with a short note. I merely wish to say that my early days were occupied on the Coast of the Mississippi in the Boxer with Capt. John Porter, that Ship Island was our rendezvous. Our Boats visited daily the Bay of St. Louis, Car Island, &c &c.

It would give me great pleasure to command any thing to act in that neighborhood from a Gun Boat up. Our cruising comprised Barataria, Vermillion Bay &c &c as far west as Galveston— When with Com. Porter in the Piratical War, I commanded the Schr Ferrett and made myself a thorough Pilot of every harbour in the Island of Cuba, and of the Old Channel, Bahama Banks, &c. I ran the Sea Gull our first sea steamer entirely up to Newvitas and have entered the Harbour of Pensacola, Piloting the Boston leading two other ships of war having Pilots. I know I could be useful on our Southern Coast and would be much pleased at having a command of any vessel of small draft where I could lead myself. I know the passages and channels, from Cape Florida to the Tortugas. I may say that my entire Service has been in the West Indies.

I have asked for 10 Gun Boats to pass the Forts and to touch up Mobile. I believe I can pass in at night without losing a man or receiving a shot. We are now

doing so well it should be kept up. It seems to me that we are closing around the Rebels as the Western Hunters do the Game, by surrounding them and closing them in— It is cheering to see the energy of the Navy Dept. and the success which has followed it. The Navy is growing fast in the estimation of the people. Give the Navy proper tools to work with and there will be no fear of it. Our seamen are true to a man. Would that our officers had been so!

The Decotah has arrived; her 1st Lt. Parker should be looked to.

Very Respf. Your friend and Obt. Servt.

F. ENGLE

Hon. G. V. Fox
Act Secy of the Navy

[H. H. BELL TO G. V. FOX]

New York December 19th 1861

My Dear Sir

I had the pleasure, yesterday, to receive your note of the 16th instant, and appreciate, very cordially, its kind tone.

I have made several applications for sea service, and am happy to perceive from the tenor of your communication, that there is a disposition in the Department, to respond to such application, on my part.

The duties, which, at present, occupy me, are approaching a termination and should be concluded within 30 days, or less time.

Touching the offer you make me, I would remark that my last cruize was made in command of the San Jacinto, for two years, and ten months. I do not consider her a desirable vessel; she has been always defec-

tive in propeller, and shaft, is slow, and, worse than all, has a battery of the lightest class, of VIII Inch shell guns (55 cwt). In fine, whether considered as a cruizer, or for bombardment, she is, altogether, a very inefficient vessel.

While I hold myself ready to accept whatever service, or vessel, the Department may assign me, yet, if I may be allowed a preference, I should like an efficient command, such as one of the gun boats, of the class of the Tuscarora.

I am Most Respectfully
Your Obdt. Servt.

G. V. Fox Esq. H. H. Bell
Assist. Secretary of the Navy
Washington City D. C.

[W. W. McKean to G. V. Fox]

U. S. Flag Ship "Niagara"
Ship Island.
January 30th 1862

Dear Sir,

Your unofficial communication of Nov'r 18th 1861, was received on the 27th inst. by the "Connecticut"; where it has been in the meantime, I cannot imagine.

I deeply regret that I have been unable to strike an effective blow, but it has never been in my power to collect a sufficient force for that purpose, without neglecting the blockade, which I did not feel authorized to do. Three months since four of the new Gun Boats, could I think, with the assistance of this Ship outside, have entered Mobile harbor, and cut off all communications with Fort Morgan, now, it will require at least double that force, as Fort Morgan has been greatly strength-

ened, and a number of batteries erected. The Rebels have now three Gun Boats in the Harbor, two of which we *know* to be *heavily armed,* and it is said they have three *iron clad* Gun Boats, building, one of which was to be completed by the 1st of January. If I had *now* six of the regular Gun Boats at my disposal, I think Fort Morgan could be taken, as with the Harbor once in our possession, all supplies could be effectually cut off, which would make it simply a question of time, and I very much doubt if they have over a fortnights supply of provisions in the Fort.

I have just received information from our Consul General at Havana, which leads me to think the Rebels may make another demonstration at the Mississippi River. I shall run down there immediately in this Ship and I have ordered the "Itaska" to Mobile, and the Brooklyn to the Pass à l'Outre. It is my intention to proceed down the coast as far as Galveston, or perhaps to the Rio Grande; I should have done so previous to the arrival of the "Connecticut," had I not been prevented by scarcity of coal, a supply of which however has now arrived. The hulk mentioned in my last letter to the Department, dated Dec'r 6th 1861, is *very much* needed here.

I am Sir, Very truly Yours

WM. W. MCKEAN

Gustavus V. Fox Esq.
Asst. Secretary of the Navy—
Washington D. C.

[J. W. GRIMES TO G. V. FOX]

Mr. Fox—

See the President & Stanton & get permission to take seamen from the army to move your ships. Do it to-

day. Give not sleep to your eyes nor slumber to your eyelids until it is done, an early—immediate attack on New Orleans will save us & it is the only thing that will. Don't wait for the Army; take it & hold it until the Army comes up. This is practicable as sure as there is a God in heaven. This Government will crumble to pieces unless something is speedily done. The trouble will be in the north west, where a sentiment is growing up that is perfectly indescribable & that will soon become uncontrollable. The attack upon & capture of New Orleans will relieve us of this difficulty. That city is the real key to the enemies positions. The Lane & Hunter expeditions will only prove disastrous. The enemies ports & coast is the point of attack. The country looks to the Navy. You are our only solution, move Heaven and Earth & do it *at once.*

You see I am excited this morning. It is true, for I can see a cloud in the horizon that portends a terrible storm. If I can aid you in this say so at once, in any way, at any time, with any sacrifice of time, labor or pride.

Yours

Feb. 3d 1862. GRIMES

[F. ENGLE TO G. V. FOX]

Unofficial

Brooklyn Feby 5th 1862

My dear Sir,

I have had the pleasure to receive your very kind letter of the 30h, ult. last evening, which I highly appreciate. It is friendly, and what is still better, *it is manly.*

There is but one course to pursue in regard to Officers— the direct line, You have chosen *that,* which always will with the right minded Command respect.

My Sin seems to be "Physical disability."

It is hard for an Officer to believe himself in that state who never missed a watch, who never was sick, except with yellow fever three times contracted in the service after smugglers with John Porter, and with Comm° Porter after Pirates.

'Tis true that the bones of my legs became bent or curved, it is better to have that than even a slight derangement of mind. It was caused by hard service when in Com^d^. of the Princeton when she did the duty of half a dozen ships off Vera Cruz, Pensacola &c. &c. Our food was fresh Pork, fed on still House swill, which medical Officers say deprived my bones of Lime.

I never have been in any ship where I have not gone aloft more frequently than any Officer in her, even during my recent cruise where I was Flag Officer, land was never discovered, nor sail ever seen, that I did not go aloft to ascertain their Character. It is my habit.

Has not the Hon: Secretary been wrongly informed by men who can point to no other defect to injure me, men whom I have led in my every grade, 25 of us were Commissioned Lieutenants, I was the first who rec^d^. the appointment of 1^st^. Lieut— As a Commander I was ahead, as a Captain I Commanded the Minnesota & Wabash, I was offered the Niagara by M^r^. Steers in the presence of Chief Engineer Farron who introduced me to him— I told M^r^. Lenthall who said no! we wish you for one of our Ships— 'Now Sir, can it be called *vanity* for me to say to you, that *there must be something in me* other than physical disability— Let those who have endeavored to injure me with the Hon: Secretary come with me, and I flatter myself if they get

into a hotter place than I will select for them, they will have to go out of this world to find it.

Physical Disability!

Why Sir, I walk from the Hotel in Brooklyn to the North river carrying my valise, I walked yesterday to the Navy Yard and was on board half the vessels fitting out, and then hunted up my old and true friend Commº. Paulding and continued examining his command.

You know Sir that during action a Captain must be on the Quarter deck in an elevated position, where he can see the direction and effect of every shot, He must be there where he can be found on the instant in case of accident below decks. A Commº. must be there to govern his fleet or Squadron, and during hours of the fiercest action his duty does not demand 30 ft of movement.

Physical Disability!

I can beat with a Steamer, the best man you have got.

Commº. Paulding handed me the Register to name the most competent Captain to Command the Squadron when it was divided, I named DuPont— Mervine was sent.

One of the leading Gentlemen prominent in getting up the Pennª. Expedition asked me to give him some of the leading points of my naval service, that he desired to nominate me as the Comdg. Naval Officer. That does not look like Physical Disability being entertained by those who know me.

I beg pardon for writing you so long a letter, If any thing shows weakness it is *that*.

Please allow me a few days to think of the California Yard, my family is so large, I cannot see how I can accept it, However, whatever becomes of me, I can never forget your kindness, persons raised as I have been, by

my own exertions, have few such records to forget, so when they do come, they make their mark—a mark of everlasting friendship, my greatest pleasure will be to see your elevation.

Very respectfully

Hon: G. V. Fox
Asst Secy of the Navy

F. ENGLE

[B. F. BUTLER TO G. V. FOX]

H'd Qr's Dep't of New England
Boston, Feby 10th 1862

To Capt. G. V. Fox
Asst. Secy. of Navy

Dear Sir

I inclose extracts from report of Brig. Genl. Phelps of the 18th ult. that you may know the condition of Ship Island as to guns &c.

"We have received no heavy guns or carriages in addition to the four that were turned over to us by the Navy. I this moment learn that the Nightingale which has just arrived brings seventeen nine inch guns with navy carriages from the Tortugas. I shall take some of them."

"The intercourse between New Orleans and Mobile, by the Sound, appears to be stopped."

"The gun boats which have been sent out have thus far drawn too much water to be as efficient as desirable, and a considerable number of them at present appear to be in an unserviceable condition or defective from some cause or other. A half dozen boats with hulls like the high pressure steamers and with oscillating cylinders below deck, armed with Sawyer rifles and eleven inch guns, drawing from five to seven feet of

water would be of more service here than vessels of any other kind. With such vessels the trade of New Orleans and Mobile could be perfectly strangulated, and an army could take possession of points with facility. As it is we seem to be paralyzed either from the want of a plan or vessels or both."

From these extracts you will readily see the wants in that locality and I have no doubt that you will take measures to have the deficiency remedied.

Most truly yours

BENJ. F. BUTLER

[J. G. BARNARD TO G. V. FOX]

Office of Chief Engineer A. P.

G. V. Fox Esqr. Washⁿ Feb 12″/62

Asst. Secy of Navy

Sir

I find such a deficiency of accurate information in relation to the approaches to Norfolk that cannot venture to mark out a plan of attack. I feel no doubt however that every particular of information required ought to be easily obtainable by the Naval and Military authorities at Hampton Roads and Fort Monroe. I will make a few suggestions however which will show where information is most needed.

First as to a Naval—or a joint Naval and land attack by Elizabeth River.

The coast survey chart shows that at Sewall's Point the *farther* 18ft curve is about ¾th mile from Sewall's Point, and ascending the River it recedes so that the mid-channel line is a mile from the Norfolk shores (which are low). (Vessels drawing 12 feet can pass more than a mile from Sewall's Point)

At Craney Island the mid-channel line is about 900^{yds} from extremity of island, the farther 18′ curve being 1200 and the nearer about 600 yards from the island, while vessels drawing 8 or 9^{ft} of water can pass a mile distant.

A little over a mile above Craney Island the mid-channel line approaches to about ½ mile of Lambert's Point (Norfolk side) (the farther 18^{ft} curve being however 1200 or 1300 yds distant and the nearer separated by a very shoal flat, of 4 or 500 yds, from the Point).

From Lambert's Point to Fort Norfolk (about 1½ miles) the channel narrows and draws nearer the Norfolk shore, Fort Norfolk appearing to have a fine raking fire and a close cross fire.

The old works "Fort Norfolk" and the Craney Island Fort were too contemptible to require any special notice—but it is probable that the rebels have accumulated guns in open batteries at Sewall's Point, Craney Island and from Lambert's Point to Fort Norfolk.

Such batteries are necessarily low, and a fleet like that which reduced the Forts at Hatteras and Port Royal would little hesitate, I should think to engage, or *pass* Sewall's Point and Craney Island; but the raking and cross fire likely to be met with from Lambert's Point to Fort Norfolk might cause hesitation unless the fleet was very numerous or assurance had that the guns were *not* numerous, or not formidable.

If there are obstructions in the channel between Lambert's Point and Fort Norfolk, these may make a Naval attack impracticable.

Here then I indicate necessary points of information which, I should think, should be obtainable by the Military or Naval authorities in the neighborhood—viz. the number and character of guns in each and all

these batteries—the character and position of obstructions.

The "West Branch" of the Elizabeth River appears to be accessible to vessels drawing *over* 12 feet (how much over I cannot make out).

Vessels entering it may keep 1½ miles from Fort Norfolk and say ¾th mile from Lambert's Point. (Qu? The XI & IX in shell guns of the Hatteras fleet are said to have reduced Forts Clarke and Hatteras at *two miles distance*—might not the Craney Island and the Lambert's Point batteries first be silenced, and then the guns of Fort Norfolk engaged from *below* the obstructions?)

It would be idle to think of taking a fleet of transports up the Elizabeth River at all while the batteries were intact, but if the lower batteries could be reduced and possession obtained up as far as the obstructions it would be practicable to land a force from the Western Branch, from whence easy roads lead to the Navy Yard.

As to operating elsewhere than the Elizabeth River I would remark that the approach from Linnhaven Bay has been so much talked about that I imagine the rebels' most elaborate defences are on that side; besides the tributaries of "Turner's Creek," and the Eastern Branch of the Elizabeth, so interlock that the defensive position is *very* strong.

The "Nansemond River" can be entered with 16 or 17 feet of water, which can be carried up to "Tower Point" and probably 3 or 4 miles further to the Ferry at "Sleepy Hole"; and it is not unlikely that light draft gun-boats could go up to Suffolk, though I find no information on this point.

With the imperfect information I have I should look upon the Nansemond as the route of attack. The number of troops to be regulated by the number known to be

at Norfolk—enough to beat them and at the same time defend the line of the Nansemond against reinforcements.

The "modus operandi" I should suppose would be somewhat as follows. First get the transports at Fort Monroe and Annapolis. (The kind of vessels for *such* a service, it is probable could be obtained). My preparations would (as did the Burnside exped[n]) threaten equally the James, York, Rappahannock, as well as Norfolk. When ready to act let the heavy ships of the Squadron attack the Elizabeth River to divert the enemy's attention—all the rest with the transports steam up the Nansemond, landing at the most convenient points—a large force proceeding as rapidly as possible to Suffolk (gunboats to ascend the River if they can, to that Point), to seize that Point, while the bulk of the army marches upon Portsmouth.

If such an operation is successful *at all* it captures not only Norfolk and the Navy Yard—but the entire defensive Army.

Much additional information is required before this project can be matured—even adopted; and it is quite likely that could a vigorous blow be struck *at this moment,* Norfolk would fall, with less preparation; but of this I am not enough master of the "localities" and the "situation" to judge.

The operation has one great recommendation I think —all the Potomac flotilla—all the Steamers near here and at Baltimore and Annapolis would be available for it.

I am very Resptly Yours very truly

J. G. BARNARD

B. G. & Cf. Eg. A.P.

P. S. It is particularly important to ascertain the best landings on the Nansemond—the depth of water up to

them—the roads leading from them—and whether *there are any defences,* against ascending the River, or against a land march from thence.

[J. A. DAHLGREN TO G. V. FOX]

Navy Yard Feb. 14

Dear Fox—

If you have noticed accidents elsewhere with Rifled Cannon you will perceive that I have not been over solicitous about our own, particularly with metal so unfit.

The newspapers give the following:—

1—Heavy Rifled Cannon burst at Columbus after a few fires *in practice.* Killed several persons and wounded Bishop Polk.

2—Rifled gun burst in small Rebel Steamer whilst firing at the Massachusetts near Ship Island.

3—Rifled Cannon burst at Port Royal when attacked by our Ships Nov. 7.

4—Rifled 24 or 32 pdr burst at Fort Henry, when attacked by our Steamers, Feb. 6″.

5—32 pdr rifled by James burst at 216 fire— Sag Harbor, Febr.

6—Rifled gun by Sawyer burst at Rip Raps, in practice Feb 11″—killed two or three men and wounded others.

I believe I have succeeded in securing the present feeble pieces against any such danger, having tested several, one of them to 500 fires, and still safe.

But this I only consider as a temporary expedient and beg you will push my requisitions as rapidly as possible. Time is more than money now.

Most truly yours

Hon. G. V. Fox
Assist Sec of Navy

J. A. DAHLGREN

[LIEUT. WAINWRIGHT TO G. V. FOX]

Private

U S Steamer H Lane
Potomac River,
February 15th 1862

Dear Fox,

We passed the batteries this morning, but not without accident. We had no chances either Thursday or Friday, this morning however, we had a driving snow storm, so thick we could not see the Virginia shore, & I determined to take advantage of it. The Pilot, the same who took the Pensacola & Perry down, thought we could not have a better chance, & so we started, we passed Cockpit point without either seeing or being seen, at Possum nose, we could barely make out the line of the shore, but were not fired upon. When opposite Shipping point, unfortunately it lighted up a little, & we saw the shore pretty distinctly, but it was too late to turn back, we were going along very rapidly, & I had just remarked to Porter, that they must be keeping a very bad lookout, when they opened on us, & the very first shot hit us, striking the after side of the port wheel house, & cutting off the outer rim of the wheel.

They must have been looking out for us, as they had not time to move their guns, after first catching sight of us, & the battery was abaft our beams before the first

shot was fired. They fired at us six times, all the shot being very well aimed & passing just over our heads, the last, a shell, burst a little short of us, but no farther damage was done. The Jacob Bell & Baltimore followed us some distance astern, but neither were hit, two schooners also came down, one of which I fear has been sunk. Just after we passed, it shut down again as thick as ever, which accounts for the other steamers not being hit. The Chief Engineer tells me it will take a day & a half to put a new piece on the wheel, & we shall be detained at Hampton Roads that length of time. I presume we shall find the necessary facilities in the work shops at Old Point. I regret this accident very much, but console myself with the reflection that it might have been very much worse. I desired to write you a letter before sailing but did not think it would have been so long a one, or that I should have a mishap to relate. I wished to thank you, which I have not yet done, for giving me the command of this fine little vessel, I am satisfied with her in every respect, & hope to be able to give a good account of her, though I have been a little unlucky at the start. In taking leave of you, you must permit me to say how much admiration I have felt, at seeing the combined energy, judgment, & tact, with which you have controlled the affairs of a Department the chief management of which so evidently rests upon your shoulders. As I wrote you once before, I felt sure the best interests of the service could not be placed in better hands, & my association with you, has only tended to confirm that impression, & cause me to rejoice that you have been called to your present honorable & responsible position. With my best regards to Mrs. Fox, believe me,

Very truly your friend

J. M. WAINWRIGHT.

[G. V. FOX TO B. F. DELANO]

Navy Department
February 21, 1862

B. F. Delano Esq.
Naval Constructor
New York Navy Yard

Dear Sir:

Mr. Lenthall tells me that you are going ahead with the other new fast sloop and that you are following some suggestions of mine with regard to her bow. I ought to say to you that I am entirely ignorant of every part of the science of construction. In my conversation with Mr. Lenthall I merely urged certain points of beauty. I am led to this because in every part of the world our merchant ships are the admiration of all sailors, and I cannot understand why we are not able to approach them with our men of war. Take for instance the Mohican, her sides look as though they were hollow, and her cut water is thus:  Yesterday Mr. Lenthall and myself went over to Baltimore to see the Miami which has put back in disgrace, and a disgrace she is in every part of her. She is a great clumsy, ugly, eight knot boat, and will never go faster without driving with the blower. The guns are put in the eyes of her, consequently she looks like a bowl at each end. This is a specimen of the Fast side wheel boats authorized by Congress. If my suggestions are followed in the new fast sloop they will be these—perpendicular stem, very light oval stern of a *regular* curve, sides rounding, not only from the

rail to the water, but from the fore to the mizzen chain. Clear less than usual, and by all means avoid the rise of the after part of the ship, a cocked up stern, which all our steamers have, let the rise be forward, but not aft, and the line of the rail should not be broken by the Forecastle or poop. But I consider the most important matter, an outline of the spar deck, similar to the water line, especially forward. That is too narrow in both forward and aft to avoid the flare which ruins beauty, ruins strength, and renders the vessel uneasy at sea, without one single advantage to compensate. I think more of this than any other point, without it none of my points should be adopted. If these can be made without touching any of her qualities, and you only must be the judge of that, I will be responsible for her looks, but if *part* are adopted, and not *all,* I wash my hands of it—for example:—to put an upright stem on a vessel with the usual heavy stern would be ridiculous. I advocate these matters, because I am proud of our Navy and feel a deep interest, and I know how much people go for looks. Luck even gets attached to a beautiful craft, but never to an ugly one.

Yours truly,

G. V. Fox.

[G. B. McCLELLAN TO G. V. FOX]

Head-Quarters, Army of the Potomac,
Washington, Feb 21, 1862.

My dear Sir

I enclose copy of despatch from Fort Monroe to which I have not yet replied. Will you be good enough

to send me your views by bearer that I may reply understandingly to Genl Wool.

Very truly yours

G. V. Fox Esq
Asst Secty Navy.

GEO B McCLELLAN
Maj Gel.

Enclosure

[MAJ. GEN. WOOL TO G. B. McCLELLAN]

(Copy)

United States Military Telegraph
Headquarters, Army of the Potomac,
Washington, Feb. 21st 1862

From Hd. Qurs. Dept. of Va. Fort Monroe Va.
Via Cherrystone Feb. 21st
To Maj. Gen. G. B. McClellan.

From a reliable friend at Norfolk Va a messenger brought a concealed despatch stating the iron clad Steamers Merrimac, Yorktown and Jamestown within five days in conjunction with a land force will attack Newport News at night also that Savannah was captured by Union forces— General Wool is fully prepared to meet the land forces and suggests that the Naval force should be increased. Part of two regiments twenty first Indiana and fourth Wisconsin arrived from Baltimore yesterday for General Butler's expedition. They will be sent to Newport News. Shall remain at this Station for a return message.

By Command of
MAJ. GEN. WOOL.
(signed) WM. P. JONES
Maj. & A.D.C.

[R. H. WYMAN TO G. V. FOX]

"Potomac Flotilla"
February 28th 1862

Hon G. V. Fox,
Sir.

After much talk and preparation the project of Gen[l] Hooker for crossing and seizing the batteries on the Virginia side, has been abandoned in the manner in which he proposed & which I judged would in all probability have ended in the defeat of our troops who would have been in much smaller force than those of the enemy. Gen[l] Barnard came down & had a conference with Gen[l] Hooker, Negly & myself, and was of the opinion that such a movement could not be attempted with any chance of success. But another plan is proposed, by which a large force will be thrown across. Does the "Monitor" come here? I judge that Cock-pit point battery can easily be taken & Guns spiked by ourselves. I only regret that she cannot belong to the "Flotilla" until the River is cleared, and that her Commander is my senior— Yesterday the enemy brought two heavy rifled field pieces to a hill opposite Liverpool point and threw their shell well on to that point, the distance across there is about four miles. On the day before yesterday our pickets advanced in force to the Occoquan river and occupy I think at present the peninsula as far as the Occoquan, the weather has been so boisterous that I have been unable to ascertain their exact position and the water is too shoal to enter the Occoquan river.

In the blow the Schooner Scout was capsized and a Launch swamped. I shall get them both up as soon as the wind goes down.

I am Sir Very Respectfully Y O Svt
R. H. WYMAN
Comdr "Potomac Flotilla"

[B. F. BUTLER TO G. V. FOX]

Off Port Royal
Sunday March 2, 1862

My dear Fox

You will hear, I doubt not, all manner of stories about us. The truth is this. We got off from Fortress Monroe Tuesday afternoon last at 9 P.M. We arrived by a pleasant run off Hatteras about 6 o'clock the next evening where we had intended to stop to take in Genl. Williams, but, the weather looking in the most threatening aspect, the Captain with my concurrence stood off to sea. Well indeed we did, for there came on a most violent south-east storm followed by a north-easterly gale. These we rode out bravely without casualty, although they drove us far to the north. The next day, Thursday, at 12 we resumed our course southward, and with a favorable wind made a fine run till at ½ past eight o'clock Friday morning, with a clear sky and a smooth sea, in the face of Cape Fear light in full sight, and with a buoy to mark our progress on our port quarter we ran on "Frying pan shoals." How this could have been done it is impossible to say, but so it was done. After thumping there till 12 noon, the Mt. Vernon (Steamer) came down to us and tried to pull us off but

failed so to do. I then ordered a disembarkation of all the troops possible on board the Mt. Vernon, which was done as fast as possible, but, owing to the sea way and night coming on, it was impossible to get off more than 250. At this time, seven P.M., the Mt. Vernon was obliged to leave us for its own safety but remained in the offing.

After lightening the Ship as much as possible, and by a piece of good fortune seldom happening to a vessel, with much difficulty we forced her over the shoal. An hour more would have lost us, as the wind was freshening and in that time would have made a clean breach over us.

The Mt. Vernon piloted us into an anchorage at the south of Cape Fear light where we lay till 5 o'clock Saturday evening shifting cargo and getting engine in order. I had a survey of the boat made here and found that while on the shoal we had stove in a hole in her starboard bow, which had filled the lower forward hold with water, and although we had been bailing and pumping for the previous twenty four hours the water was hardly kept under.

She has water-tight compartments however, and so long as we could keep the water out of her fire room we were in no danger comparatively where all was hazardous. The board advised that we should go forward to Port Royal if the Mt. Vernon would accompany us, which Commander Glisson kindly consented to do.

It had a pretty ugly look, but I could see nothing else for it. We could not lie where we were, and although we were two feet down by the head with a pretty savage list to port, we must go on. And so here we are running into Port Royal with no great damage, save loss of stores by water and throwing over, but not much disabled.

Commander Glisson, whose prompt kindness and efficiency I cannot too much commend, courteously detailed Acting Master Sturgis to accompany us on our voyage, so that now we have at least a good sailing master with us.

At Port Royal, if this ship can be repaired in the leak, for she has commended herself in every other respect, I shall go forward in her, if not, shall endeavor to get there other transportation. All our men and most of our officers behaved admirably. Some signal instances of cowardice have shown themselves which will be taken care of and as signal instances of good conduct which will be remembered.

We are not disabled or disheartened, nor much delayed and will give our attention to the objects of our expedition with the same faith as ever.

The Mt. Vernon has just left us within 15 miles of Port Royal, and we have taken a pilot on board.

Very truly yours

Capt. G. V. Fox
Asst Secretary of the Navy
Washington

B. F. BUTLER

[G. V. FOX TO CAPT. JOHN MARSTON]

Fort Monroe Va.
March 8th, 1862.

Cap't John Marston
Senior Naval officer
Hampton Roads.

Sir:

After the experience of yesterday I am clearly of the opinion that the "Minnesota," "St Lawrence" and the "Roanoke" should leave this anchorage as soon as pos-

sible. The Hospital ship and hulks might be moored below the fort in shallow water, and the disabled gun boats including the Whitehall, sent to Baltimore for repairs.

Let the gun boats bound to Port Royal remain here under Commander Poor's orders, who, I presume you will leave at the fort. He might also keep the King Phillip and Baltimore for the present. Let the "St Lawrence" go into the Potomac and the "Minnesota" and "Roanoke" to New York. The "Monitor" of course stays here, and I would suggest leaving a Lieutenant here with Comdr Poor. I have read this letter to Major Genl Wool and he fully concurs in the suggestions.

If you or the com'd'g officers see any objections please communicate with me, otherwise carry them out.

Very respectfully

G. V. Fox.

[G. V. FOX TO CAPT. JOHN MARSTON]

Unofficial

Head Quarters Department of Va.
Fort Monroe, Va. March 8th, 1862.

Cap't John Marston
My dear Sir:

I venture to suggest that immediate provision should be made for the removal of the "Brandywine" and the Harbor generally cleared of all sailing vessels, and the steamers in a condition to move off in a moment.

At high water all the large steamers ought to take hold of the Minnesota and try and pull her off. Please make arrangements to supply the "Monitor" with am-

munition. I hope you will keep tugs to move you and the St Lawrence. If the M't Vernon is useless she better go at once to Baltimore to repair.

Very truly yours

G. V. Fox

[G. V. FOX TO GIDEON WELLES]

(Copy of telegram)

Rec'd M'ch 9th 1862
From Fortress Monroe 6 45 P.M.

To Hon Gideon Welles
Secretary of the Navy

The Monitor arrived at 10 P.M. last night, and went immediately to the protection of the Minnesota, lying aground just below Newport News. At 7 A.M. today the Merrimac accompanied by two wooden steamers and several tugs stood out towards the Minnesota and opened fire. The Monitor met them at once and opened her fire when all the enemy's vessels retired excepting the Merrimac. These two iron clad vessels fought, part of the time touching each other, from 8 A.M. until noon, when the Merrimac retired. Whether she is injured or not it is impossible to say. Lieut J. L. Worden, who commanded the Monitor, handled her with great skill, assisted by Chief Engineer A. C. Stimers. Lieut. Worden was injured by the cement from the Pilot House being driven into his eyes, but I think not seriously. The Minnesota kept up a continuous fire and is herself somewhat injured. She was moved considerably today and will probably be off to-night. The

Monitor is uninjured and ready at any moment to repel another attack.

(Signed) G. V. Fox
Ass't Sec'y

[G. V. FOX TO G. B. McCLELLAN]

(Copy)

United States Military Telegraph,
War Department,
Washington, D. C.,
Old Point Comfort
March 9th 11 45 PM

Maj Gen Geo B McClellan
Washington D C

The performance of the "Monitor" today against the "Merrimac" shows a slight superiority in favor of the "Monitor," as the Merrimac was forced to retreat to Norfolk after a four hours engagement: at times the Vessels touching each other.

The damage to the "Merrimac" cannot be ascertained. She retreated under Steam without assistance. The "Monitor" is all ready for her tomorrow, but I think the "Merrimac" may be obliged to lay up for a few days. She is an ugly customer and it is too good luck to believe we are yet clear of her. Our hopes are upon the "Monitor" and this day's work shows that the "Merrimac" must attend to her alone.

I have ordered the large frigates to leave.

G. V. Fox
Asst Secy

[G. V. FOX TO M. BLAIR]

THE MAGNETIC TELEGRAPH COMPANY

PRINTING AND MORSE LINES

Direct to all stations in the United States and British Provinces.

Offices.—432 Pennsylvania Av., U. S. Capitol, and Willard's Hotel, Washington, D. C.

[Eight lines of printed terms and conditions]

Cambridge Livingston, Sec'y
145 Broadway, N. Y.

E. S. Sanford, Pres't
145 Broadway, N. Y.

2 Dated Ft. Monroe....Mch 10.....1862.
Rec'd, Washington,..10..1862, ..o'clock, ..min. M.

To..Hon. M. Blair..P.M.G.....

Please lookout for Virginia until my return. I may have to stay over tonight as my presence is indispensable. I think the Merrimac is laid up for a few days not more and in that time the Harbor will be cleared for the Iron Combatants, it is a most historical fight four hours fighting and nobody hurt everybody is in good spirits especially as the Minnesota is off.

70/Col 145

G. V. Fox

[GIDEON WELLES TO G. V. FOX]

Navy Department March 10, 1862.

It is directed by the President that the Monitor be not too much exposed, and that in no event shall any attempt be made to proceed with her unattended to Nor-

folk. If vessels can be procured and loaded with stone and sunk in the channel, it is important that it should be done. The San Jacinto and Dakota have sailed from Boston to Hampton Roads, and the Sabine in tow of Baltic & a tug, from New York. Gunboats will be ordered forthwith. Would it not be well to detain the Minnesota until the other vessels arrive?

Gustavus V. Fox
Assistant Secretary of the Navy

GIDEON WELLES
Fortress Monroe

[J. G. BARNARD TO G. V. FOX]

[Telegram in cipher]

United States Military Telegraph
Head Quarters Army of the Potomac,
Washington, D. C. Mch. 12, 1862.

From
Fairfax C. H.
G. V. Fox
Asst Secy. of Navy.

The possibility of the Merrimac appearing again paralyzes the movements of this army by whatever route is adopted. How long a time would it require to complete the vessel built at Green River working night and day? How long would Stevens require to finish his vessel so far as to enable her to contend with the Merrimac if she is uninjured? Of course no precautions would avail and the Monitor must be the sole reliance. But if injured so as to require considerable repairs these things are important to be considered. The General would desire any suggestion of your own on this subject. By order of Maj Gen McClellan

J. G. BARNARD
Chief Engineer.

[G. V. FOX TO GEN. McCLELLAN]

United States Military Telegraph,
Washington, D. C., Mch 13, 1862.

Navy Dept

Maj Gen G. B. McClellan
Fairfax C. H.

The Monitor is more than a match for the Merrimac, but she might be disabled in the next encounter.

I cannot advise so great dependence upon her.

Burnside & Goldsborough are very strong for the Chowan river route to Norfolk and I brought up maps, explanation etc. It turns everything & is only 27 miles to Norfolk by two good roads.

Burnside will have Newbern this week.

The Merrimac must go into dock for repairs.

The Monitor may and I think will destroy the Merrimac in the next fight, but this is hope, not certainty.

G. V. Fox
Capt USN

[G. B. McCLELLAN TO G. V. FOX]

Private

Head-Quarters of the Army,
Fairfax C. H. March 14 1 A.M. 1862.

My dear Fox

From all accounts received I have such a lively faith in the gallant little Monitor that I feel that we can trust her—so I have determined on the Fort Monroe

movement. A part of this programme will be the reduction of Yorktown & Gloucester—to effect this rapidly we shall need your help. Can you not under present circumstances bring up some of Dupont's force, as well as some of Goldsborough's gunboats? I shall probably commence embarking today, & by tomorrow be under full headway, so no time is to be lost & I hope you will be able to give us powerful aid.

If you will pardon me for talking about a matter may I venture to repeat a suggestion made to me by the Prince de Joinville this afternoon—probably nothing new—viz that the Monitor should take a long cable (hemp) in tow & by running around the Merrimac endeavor to foul her propellor! To a landsman it seems a good idea. Can't we do something in the way of blocking up the Channel to Norfolk?

Congratulating you on Worden's gallant action.

I am ever your friend

GEO. B. MCCLELLAN

P.S. How soon will the Mystic iron clad ship be finished?

[S. B. LUCE TO G. V. FOX]

Naval Academy
Newport R. I.
March 18th 1862

G. V. Fox Esq
Sir,

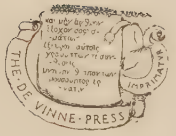
I forward to the Department through the Superintendent an official acknowledgement of the receipt of my Commission of the date of March 6th, but I cannot

refrain from thanking you individually for your great kindness to me throughout, and for your countenance & support, without which I could not have succeeded.

My wish now is to obtain active service for which I apply in the usual form.

Very Respectfully Your obt svt

S. B. LUCE
Lt. U.S.N.


THE·DE·VINNE·PRESS

THE NAVAL HISTORY SOCIETY

THE NAVAL HISTORY SOCIETY has been established for the purpose of publishing and preserving manuscripts, documents, and writings relating to our naval history, naval art and science, and the surroundings and experiences of seamen in general and of American seamen in particular.

THE SOCIETY HAS ALREADY ISSUED:

For 1910: Volume I. *The Logs of the Serapis, Alliance, Ariel, Under the Command of John Paul Jones, 1778–1780.* Edited by John S. Barnes.

For 1911: Volume II. *The Narrative of Nathaniel Fanning, an Officer of the Revolutionary Navy.* Edited by John S. Barnes.

For 1912: Volume III. *The Despatches of Molyneux Shuldham, Vice-Admiral of the Blue and Commander in Chief of His Britannic Majesty's Ships in North America, January–July, 1776.* Edited by Robert W. Neeser.

For 1913: Volume IV. *The Out-Letters of the Continental Marine Committee and Board of Admiralty, 1776–1780.* Volume I, edited by Dr. Charles Oscar Paullin.

For 1914: Volume V. *The Out-Letters of the Continental Marine Committee and Board of Admiralty, 1776–1780.* Volume II, edited by Dr. Charles Oscar Paullin.

For 1915: Volume VI. *Letters and Papers relating to the Cruises of Gustavus Conyngham, a Captain of the Continental Navy, 1777–1779.* Edited by Robert W. Neeser.

For 1916: Volume VII. *The Despatches of Thomas Graves, R. N., 1781.* Edited by Rear Admiral French E. Chadwick, U. S. N.

For 1917: Volume VIII. *The Papers of Francis Gregory Dallas, U. S. Navy. Correspondence and Journal, 1837–1859.* Edited by Gardner W. Allen.

For 1918: Volume IX. *Confidential Correspondence of Gustavus Vasa Fox, Assistant Secretary of the Navy during the Civil War.* Volume I. Edited by Colonel Robert M. Thompson and Rear Admiral Richard Wainwright, U. S. N.

For 1919: Volume X. *Confidential Correspondence of Gustavus Vasa Fox, Assistant Secretary of the Navy during the Civil War.* Volume II. Edited by Colonel Robert M. Thompson and Rear Admiral Richard Wainwright, U. S. N.

In preparation: The third volume of the *Fox Papers.*

Any person wishing to become a member of the Society is requested to apply to the Secretary, 35 West 42nd Street, New York City, who will submit his name to the Board of Managers. The annual subscription is Five Dollars, the payment of which entitles the member to receive one copy of all works issued by the Society for that year.

Date Due

JUL 16 1983

Mount Union College Libraries
973.75 F791t v.1
Fox, Gustavus Vasa/Confidential corr
3 7048 00161 775

WITHDRAWN
UNIV OF MOUNT UNION LIBRARY

973.75-F791t 34597
AUTHOR
Fox, G.V. v.1.
TITLE
Confidential correspondence
BORROWER'S NAME
973.75-F791t 34597



MOUNT UNION COLLEGE
LIBRARY

Book No. 973.75 F791t
Accession No. 34598
Gift of Mr. and Mrs. H. E. Russel
Fund

THE SECRETARY OF THE NAVAL HISTORY SOCIETY CERTIFIES THAT THIS COPY OF THE CONFIDENTIAL CORRESPONDENCE OF GUSTAVUS VASA FOX IS

No. 683

OF TWELVE HUNDRED COPIES, PRINTED FOR THE SOCIETY ONLY

THE NAVAL HISTORY SOCIETY

INCORPORATED BY ACT OF CONGRESS

AUGUST 21, 1912

OFFICERS

1919

PRESIDENT

JAMES BARNES

VICE-PRESIDENT

GRENVILLE KANE

SECRETARY

REAR-ADMIRAL BRADLEY A. FISKE, U. S. N.

TREASURER

ROBERT S. SLOAN

ASSISTANT SECRETARY AND LIBRARIAN

MARIE BAYLESS

BOARD OF MANAGERS

REAR-ADMIRAL W. H. BROWNSON, U. S. N.

WILLIAM S. LLOYD

CHARLES A. MUNN

FRANKLIN D. ROOSEVELT

HERBERT L. SATTERLEE

ROBERT S. SLOAN

ROBERT M. THOMPSON

REAR-ADMIRAL R. WAINWRIGHT, U. S. N.

PUBLICATIONS

OF THE

NAVAL HISTORY SOCIETY

VOLUME X

CONFIDENTIAL CORRESPONDENCE
OF
GUSTAVUS VASA FOX



CONFIDENTIAL CORRESPONDENCE
OF
GUSTAVUS VASA FOX
ASSISTANT SECRETARY
OF THE NAVY

1861–1865

EDITED BY
ROBERT MEANS THOMPSON
AND
RICHARD WAINWRIGHT

VOLUME II

NEW YORK
PRINTED FOR THE NAVAL HISTORY SOCIETY
BY THE DE VINNE PRESS
M DCCCC XIX

973.75
F951f

Copyright, 1920, by
THE NAVAL HISTORY SOCIETY

34538

CONTENTS

PAGE

FOREWORD by Caspar F. Goodrich xiii

FLAG OFFICER FOOTE AND FLAG OFFICER CHARLES HENRY DAVIS TO ASSISTANT SECRETARY FOX . 1

CORRESPONDENCE BETWEEN REAR-ADMIRAL PORTER AND ASSISTANT SECRETARY FOX, 1861–1864 71

CORRESPONDENCE BETWEEN REAR-ADMIRAL S. P. LEE AND ASSISTANT SECRETARY FOX, APRIL 22, 1862–APRIL 4, 1864 203

MISCELLANEOUS CORRESPONDENCE 281

ILLUSTRATIONS

PORTRAIT OF ADMIRAL DAVID GLASGOW FARRAGUT . *Frontispiece*
From a lithograph as Rear-Admiral, 1864

FACING PAGE

PORTRAIT OF ADMIRAL DAVID DIXON PORTER 72
From a portrait as Rear-Admiral, 1864

FOREWORD

By Rear-Admiral Caspar F. Goodrich

While it may be too much to claim for the collection of the Fox Letters, selected with manifest care and discretion by the editors, that it gives the true history of the Navy's part in the Civil War, yet one may safely assert that, without a careful study of this intimate correspondence, such a true history can never be written. In it we get in touch with the minor springs of action and learn the reasons for movements which heretofore have been shrouded in mystery.

These publications are especially welcome in helping to a better appreciation of the strategic situation as it developed from day to day and to the proving of the loyal support given by our ships and sailors in countless fields of operation wherein they contributed in great measure to the success of our armies on shore.

So far as I know, but one writer has ever realized in the entirety the task imposed on our government by the outbreak of the rebellion. As he was a foreigner, his conclusions are wholly free from the bias of prejudice. This is the more remarkable in that he served as attaché on the staff of General McClellan. I am unable to quote the Prince de Joinville's exact words, but, substantially, this is what he wrote: "The work before the Union Administration in 1861 divided itself into three separate yet correlated problems. The first of those

was to establish and maintain an effective blockade of the Southern Coast; the second, to divide the Confederacy in twain by seizing and holding the Mississippi River; the third, to defeat the Confederate armies in the field."

No one to-day can question the accuracy of this view of the mighty struggle nor deny to the Navy the credit for solving unaided the first of those problems and for playing by far the major part in the second; the importance of which lay in the dependence of the Confederacy upon the resources in food and cotton of the districts west of our great river. As to the first problem, its uninterrupted solution spelt ruin to the South, cutting it off from supplies of arms, ammunition, clothing, and medicines which were absolutely essential to victory, for the South was conspicuously a non-industrial community.

In what manner was the Navy enabled to fill this master rôle? Not only did it, at the outset, lack both the vessels and the men imperatively needed, but, worse still, there was in Washington no organization, such as a general staff, nor any person in particular able to deal with the numberless questions which arose; namely, to allot to each commander-in-chief the required force for the work assigned him; to decide which of these tasks was, for the moment, paramount; to maintain the provision of vessels, officers, and enlisted personnel; to keep up the flow of supplies in ammunition, fuel, and food; and last, but greatest of all, to survey the whole field and map out, in harmony with the military authorities, a general plan covering many minor campaigns all moving towards the common end: the defeat of the enemy. Moreover, the emergency, great and well nigh catastrophic, antedated the establishment of the Naval War College; so that there was no body of

men who, in the words of the college's founder, the late Rear-Admiral Luce, had "studied the art of war" in its larger phases. Hence a "planning section" to prepare a general scheme for waging the conflict thrust upon the North and to work out its details was nonexistent. Dark indeed was the outlook.

Happily, as in other crises of our nation's history, the demand brought forth the man, and that man was Gustavus V. Fox. He it was who, with capacity and vision, did that which a general staff might have done.

For this indispensable work he was singularly well equipped. Eighteen formative years of his life had been spent in the Navy, entering as midshipman and resigning from it as Lieutenant in 1856, to gain, as mill superintendent in Lowell, that experience with men and business affairs which, complementary to his naval service and to his exceptional capacity, fitted him so completely for the tremendous responsibilities he was to assume when, in August, 1861, President Lincoln appointed him Assistant Secretary of the Navy.

How he secured the confidence of his chief and how admirably he and Secretary Welles labored together may be learned from the latter's diary as well as from the results achieved. It was a rare combination of talents. The one, with his intimate knowledge of political matters and his strong but unobtrusive personality, his readiness to accept advice from competent sources, took upon himself the control of legislative concerns and worthily represented the Navy in the Cabinet and to the nation; the other, under his direction, regulated those things which were purely technical and military in their nature. Never has there been a finer instance of "team-work" at Washington.

Fox was a large man physically and mentally. There was nothing small about him. His genial nature and

abounding sense of humor inspired confidence. Officers of all grades felt that he was a friend of the Navy and a staunch patriot, open to private suggestions and even complaints—when made in honesty and "for the cause." Had Fox not been what, fortunately for the country he was, these letters could never have been written to make our knowledge of the naval side of the Civil War so complete.

In this connection it may be proper to mention the possession by the Naval History Society of another set of personal correspondence dealing with the events of that period, written to and by Captain Henry A. Wise, U. S. Navy, the able and energetic Chief of the Bureau of Ordnance. These letters, which it is hoped the Society may be able some day to publish, are even more intimate than those printed in these volumes, but are of essentially the same character and bear out the same conclusions which every reader of the Fox letters is forced to adopt.

To return to the Prince de Joinville's analysis of the situation, it should be remembered that the South, through treachery, was abundantly supplied at the outbreak of hostilities with everything of a military character it needed for success, provided, and in this proviso lay the crux of the matter, the war could be pushed to a rapid ending. So far as the Prince's first postulate was concerned, the South for the moment could ignore or even laugh at the blockade. Only when a quick decision faded from sight did it realize the terrible menace of the Navy's pressure, silent but horribly effective, and found itself helpless in the powerful toils of a giant constructor which slowly but surely, with the inevitableness of fate, was crushing out its breath and reducing it to a lifeless corpse. Thoroughly did the Navy accomplish the task allotted to it, without which accomplish-

ment the Union forces might have been defeated or surely the war greatly prolonged. As a naval officer, I cannot refrain from expressing indignation at the meagre share of honor the service has received at the hands of what should have been a grateful people. Even so fair-minded a historian as Mr. Rhodes gives its operations but some ninety-odd pages out of approximately fifteen hundred devoted to the war of the Rebellion.

The Prince de Joinville's second postulate relates to the Mississippi River. The volume of Fox letters already published gives an insight into the trials, troubles, and vexations, the hopes and fears, of the flag officers in its waters: Farragut, Davis, Foote, and Porter—great names in our naval Hall of Fame. This present volume continues to throw light on these same problems. As in the case of Dupont off Charleston, who wrote freely and frankly to Fox in full confidence that he could put himself understandingly in Dupont's position and that he would furnish what was needed to execute his orders, all of these flag officers also wrote to Fox as a friend who might be relied upon to do all in his power to help. One of the disadvantages under which they labored in turn was most serious and—it would seem—avoidable. The activities from Cairo to New Orleans were of necessity coöperative—but nothing apparently was further from the thoughts of the local Army leaders than coöperation, strictly defined. They evidently regarded the Navy as a handmaiden to the Army. Foote, for example, receives an *order* from General Fremont (Vol. II, p. 10) and again (p. 14) is *ordered* by the Commanding General to "vacate a dock" at Cairo and (p. 18) is told by General Halleck that he "must do so and so." These anomalous incidents are but typical of the humiliating subordination to which

the Army endeavored to subject Foote and all his colleagues.

The same curious attitude was displayed during the War with Spain—as all naval officers well know who took part in that campaign. Mention is made of it here for two reasons: first, that the situation may be cleared up in the future; second, to show how valuable to the Navy was the presence in Washington of a person in authority to whom confidential letters could be sent on subjects when the circumstances of the case rendered official protests inexpedient. Incidentally, in passing as it were, Foote refers to the promotion of four men to be Major Generals for the capture of Fort Donelson, but no recognition of those in his fleet which was so largely contributory to Grant's success—yet not a word of complaint!

Goldsborough (Vol. I, p. 289) under date of June 16, 1862, refers to the same discrimination. "Has it ever occurred to you," he writes, "that no Commanding Navy officer, since the war began, has ever been rewarded for anything he has done? If an Army officer, however, does anything, even although it be only to mount his horse and ride a few miles to accept the surrender of an abandoned city, as in the case of Wool, he is forthwith elevated in rank, and may perhaps like Wool come in for a genuine embrace by his Secretary!"

None the less and despite this discouragement, the Navy's splendid spirit was untouched. It is voiced by Foote in his willingness to sacrifice "my health and my life" (Vol. II, p. 47).

A generous recognition of the splendid work of "the other fellow" appears on almost every page of these interesting letters. Even Porter, who is very outspoken in his criticisms, says (Vol. II, p. 114), "there are no jealousies out here that I know of but kind brotherly

feeling which should always exist in the Navy." He anticipates Schley by adding, "There is glory enough for all."

Farragut was not over given to praise, but his letters to Fox abound in loyal commendations of his subordinates. As for Porter, his is more than generous. His letters are characteristic of the man. In one of them (Vol. II, p. 188), he says, apropos of the slight recognition afforded the Navy, "Farragut returned to New Orleans with scarcely a notice from the local press which are eulogizing General Banks in every column." At first Porter was not kind in his reference to Farragut, but events so convinced him of his error that later he calls him "the old hero." In every squadron the same feeling manifested itself. No good work ever went unpraised. DuPont could hardly find words adequate to express his admiration for John Rodgers, Percival Drayton, C. R. P. Rodgers, and hosts of others.

Porter's letters are, doubtless, the most interesting of the series, for they are grave or gay, technical or gossipy, by turn. Some of his paragraphs are screamingly funny. It would be unfair to the reader to spoil his amusement by quotation.

On the other side are Fox's replies, always kindly appreciative and encouraging. Notwithstanding the heavy pressure of duties and responsibilities he finds time to tell his correspondents the why and wherefore of the contemplated movements; the part each is to take; to promise such reinforcements as are requested or give the reason why it is impossible to provide them at that particular moment. That Fox was eager and ready to ask of Congress, through Mr. Welles, the rewards which he thought his able associates afloat should receive is proved in many instances. Despite its initial penury in ships, officers, and men, the Navy of those

dark days possessed the assurance of ultimate success in the close relationship and professional friendships which existed between Mr. Welles' spokesman, Fox, and its members on board ship. Enduring and fighting, often under adverse sanitary conditions and always in remote waters, their souls and bodies were devoted to the cause and they themselves seemed buoyed up, even when fate appeared unkindest, by the knowledge that, at the Navy Department, there was one in authority who *understood,* who spoke their language, and knew before being told how best he could help them to win to the far-off goal.

It is difficult to determine to whom the greater credit should be awarded: to him who from his office in Washington could see afield with the clear vision vouchsafed to few among men, or to those who risked life and reputation in their sacrifices and strivings to preserve the Union. The answer to this question I leave to those who, in reading the contents of these volumes, will possibly be less open than I am to the imputation of prejudice in favor either of Fox or of his sailor friends.

FLAG OFFICER FOOTE AND FLAG OFFICER CHARLES HENRY DAVIS TO ASSISTANT SECRETARY FOX

REAR ADMIRAL ANDREW H. FOOTE, U.S.N.

Born, New Haven, Conn., September 12, 1806
Died, New York City, June 26, 1863

December 4, 1822	Appointed Midshipman. Ordered to U.S.S. *Grampus,* West Indies.
December 6, 1823	Ordered to the *Peacock,* Pacific Squadron.
December 11, 1823	Warranted as Midshipman.
May 24, 1828	Passed Midshipman.
October 5, 1828	Sloop-of-War *St. Louis,* Pacific Station.
May 27, 1830	Lieutenant.
December 10, 1831	Three months' leave.
July 27, 1832	Six months' leave.
May 1, 1833	Assigned to the *Delaware* as Flag Lieutenant on the Mediterranean Squadron.
November 4, 1837	Ordered to the *John Adams,* East India Squadron.
June 24, 1840	Three months' leave.
September 28, 1840	Three months' leave.
August 23, 1841	Three months' leave.
August 26, 1843	Detached and ordered to the *Cumberland,* Mediterranean.
November 12, 1845	Detached from the *Cumberland;* three months' leave.
February 17, 1846	Three months' leave.
April 17, 1846	To Boston Navy Yard.
May 3, 1848	Detached.
June 1, 1848	Three months' leave.
September 28, 1849	To command the *Perry,* African Squadron.
December 26, 1849	Detached and three months' leave.
December 19, 1852	Commissioned Commander.

March	9, 1854	To Naval Asylum, Philadelphia.
March	6, 1855	To command the *Portsmouth,* East India Station.
June	2, 1855	To Washington, D. C.; Naval Efficiency Board.
June	6, 1858	Detached and three months' leave.
October	25, 1858	To Navy Yard, New York.
June	29, 1861	Commissioned Captain.
August	23, 1861	Report to Navy Department.
August	26, 1861	Detached from New York Yard to await orders.
August	30, 1861	Appointed Flag Officer on the Mississippi River.
June	17, 1862	Appointed Chief of Bureau of Equipment and Recruiting.
July	16, 1862	Commissioned Rear Admiral, No. 4.
March	13, 1863	Recommissioned, No. 12.
June	4, 1863	Detached and to command South Atlantic Blockading Squadron.
June	25, 1863	Detached (sick).
June	26, 1863	Died, New York City.

[A. H. FOOTE TO G. V. FOX]

I write with a bad ache, and being very much exhausted am apprehensive that you can hardly find it intelligible.

St. Louis, Sept. 27/61

My dear Sir,

Your kind letter of the 22nd inst. was handed to me this morning on my return from a cruise up the Ohio river which is explained in a copy of an official report to the Dept. addressed to General Fremont.

The sailors referred to in charge of Commr Emmons with the two Gunners have arrived and as I had promised Rodgers aid in fitting out and even in manning the Gun Boat which we have been fitting out for General Fremont to go up the Missi. river, he took, before I arrived, a good portion of these very men with him. I shall reclaim them on his return. The remaining 50 will also be very acceptable. We cannot carry out your suggestion about the accounts of the men and requiring clothes on Army a/c for they, the Army, will not permit it, and I have therefore adopted the Navy forms in keeping their accounts and am waiting for the Secy of the Navy to furnish me with blanks accordingly. You of course will be consulted. A copy, to you, of my letter to Genl. Meigs explains my reasons for adopting this course. In consequence of trying to keep the accounts in the Army manner there is great confusion on board the three Gun Boats now in commission. We are shipping men very slowly now on the Lakes and must in the end fall back upon you to complete our complements.

To give a synopsis of our wants I might say we cannot from either Army or Navy get any powder and today I write Gov^r Morton of Ind^a to supply it. We are refused swords, Pistols, rifles and muskets with cartridges, by both Army and Navy. I am trying to get clothing, also, refused by both, and looking to regular sources of supply in vain, I turn my eyes towards the irregular sources. I have most things in train and hope to come out right or approximate to it in the quotient.

We have however Comd^rs enough for all practical purposes. If I fail I trust that my successor will be able to supply my place and more too. I have not asked for so many Comdrs. Genl. Fremont suddenly requires a good many things without consulting me in my Department, but it avails little to raise points in these times. I will do my best, but am apprehensive that I have everything to lose and nothing to gain. Talk if you please freely with Emmons about affairs here, he is an observer of men and things.

28^th Sept. We feel disheartened at the fall of Lexington, but it is not in my province to comment. I was up the Ohio river when the sad event occurred. The water in the Miss^i. will not let our Gun Boats go up, still we all share in the discredit. Emmons leaves this morning and you will see him as soon or before this reaches you. I have told him that Walke, Steedman, Pennock, Stembel, were important to me. I fear we shall lose Phelps of the Conestoga, who has done excellent service unless he gets, as he has expected, one of the new Gun Boats. Lt. Paulding on the Lakes recruiting also ranks him, but is a good officer as well as Lt. Mink, Bishop & Wilson. If you draw from me for officers please don't take any I have mentioned, nor Sanford of course. Hazard & Winslow also are intelligent and would come up to their duty, but I do

not ask to have any removed but if they are I would like in their places Lt. Henry, now on board the Iroquois and Lt. L. H. Newman now at New York Rendezvous, who have applied for orders to join the Gun Boats, I would like to have them ordered. Actg. Lt. Knapp I beg will not be sent to me, as we have no duty for him and would embarrass me very much. I would much prefer to let him go without anyone in his place. You know that some officers can to our benefit be spared even if none are ordered to fill their places.

Our men have not been paid. Last week by great importuning and representing our men's families as being in want, I obtained $5000 for the three vessels, but this hardly relieves present necessities. There is no money to be had. I have loaned to officers money for travelling expenses. Thus we go here, and you wonder why I have the blues. Who would take things more philosophically? Please direct Capt. Harwood to send his Ordnance Invoices direct to me, as papers going to Genl. Fremont's Quarters can seldom be found again and we are suffering from it now. The General wants all things to go through him and I only object when it tends to complicate our work. We are still without a Quarter Master, the connecting link between us and the Army.

I am very respectfully and truly Yours

A. H. FOOTE

G. V. Fox, Esq. Asst. Secy of the Navy.

[A. H. FOOTE TO G. V. FOX]

Semi-official

St. Louis, Mo. Nov. 2, 1861

My dear Sir,

I have yours of the 28th ultimo, and am pleased to learn that three hundred drilled Men are ready for us. Please send them forthwith, and let these be followed up by the New England men, fishermen and landsmen, and we will soon drill them into efficient gunners.

I am quite willing to give Howard the go by—we have just Officers enough—none to spare. I hope and trust that they will remain intact as I have made my arrangements based on the existing number.

I am happy to say, although at a late day, that Guns, powder, shell, small arms, as well as all or most material stores are now here, and with the men coming, as I infer from your letter they will before 20th instant, we shall be ready, as far as I can control matters, to equip and soon have the Gun Boats in fighting order. Still the Boats are not ready, and I am nervously anxious about them. They have been kept back by want of money. I hope we shall have them in our hands at Cairo even by 1st proximo, but you as an ex-Officer of the Navy, know that then they will require a good deal of work, while it will take some time to equip and get them ready for action. I shall lose no time, but they will be pushed to the uttermost. I was ordered by Gen[l]. Fremont, to have our Guns, Stores &c sent here as there were then no conveniences at Cairo. Now we must transport them there, which we cannot do in the Gun Boats, as the water in the river is too low. Only fancy

for a moment the amount of work for us; thus improvising a Navy, building vessels, picking up the outfits and stores where we can, sending them to Cairo, and all this among and with a people who are unfamiliar with Naval wants. A friend of mine here from Philadelphia, remarked to me the other day, that it was a shame that the Navy Dep^{t}. should thus sacrifice an Officer of a good reputation, by sending him to do all this work and not let him select his Officers. I said it was you, but you meant well, although you could not appreciate the situation in which you placed me; and moreover if we had money, and the vessels were finished, I would have mastered it all, for as a gentleman remarked, we had the best organized business office in St. Louis. Our Bureau of Ordnance, of Provisions & Clothing, of detail, if not of Yards Docks & Construction, are well managed; yet we do fail in the Rendezvous and Rec^{g}. Ship, on account of the high wages in the Merchant service, and in not being able, for want of funds to pay any advance.

Now the synopsis of the whole is this, we want money and men, and to get hold of the Gun Boats. Then we will have them ready even in less time than at our Navy Yards. For all the delay in building the Gun Boats arising from causes beyond my control, I expect obloquy will be heaped upon me, as success is the only popular test of merit.

We suffer a great deal for my want of rank. The Army say, I rank only with a L^{t}. Colonel, and in one instance a Colonel ordered a Gun Boat to go with his regiment on a certain duty. Gen^{l}. Fremont never intended this. I want, for the efficiency of the fleet, the appointment of Flag Officer. At Cairo, a week since the Brigadier Gen^{l}. said he would not give a place assigned by Gen^{l}. Fremont, to our store, had it not been

a positive order from Gen[l]. Fremont. I am considered merely as a Captain and find that I want rank, in order to render my command more effective. My own Boat will carry 16 heavy guns of 8000, of 6300, and of 4200 weight—nearly the armament of a frigate—and there will be 12 Boats, also 38 Mortar Boats if we can get them ready, which will constitute a large squadron, and am I not under the law entitled to the rank and to the appointment of a Flag Officer? Now when afloat, there is nothing to distinguish my vessel from the others; hence I am embarrassed on all sides for want of rank.

I wish to call your attention to Actg. L[t]. Sanford, who is the Ordnance Officer. His labors here have been greater than I can express to you. He has worked systematically from early in the morning until 10. P.M. in organizing and securing the necessary outfits and Stores in Ordnance. He is one of the best Officers in the Navy, and his services ought to be secured to the Navy. I could not, with all the obstacles, have had his department ready had he not been with us, and he will soon resign unless he can have, as he richly deserves to have, his original position in the Navy. I beg therefore that you will assist Judge Haines in having him restored to his former rank. I ask this for the highest good of the service, as well as justice to him.

I have quite lately, by order of Gen[l]. Fremont, taken hold of the Mortar Boats, and have selected a clever Ex-Army Officer to give his special attention to the beds and Mortars, and to get men. If I am given full scope I can also have them ready, but want of *rank,* and *money* and *time* embarrass me. I write hurriedly as business presses me sorely.

I have the honor to be, respectfully & truly yours,

A. H. Foote

This moment the Contractor of the Mortar Boats, comes into my office and says he cannot get a cent of money and will stop work and leave town to avoid his workmen mobbing him. I relate the incident to show the position in which you have placed me, and the obloquy likely to rest upon my hitherto considered honest name.

[A. H. FOOTE TO G. V. FOX]

Private and Confidential

St. Louis Mo.
Nov 4/61

My dear Sir,

I find myself much exhausted from hard work and annoyance at our troubles for want of money and consequent delay. We have organized and are doing business as well as it could be done, but still things here, even in my Dept, and terribly so in the Army, and in the Mortar Boats—are suffering.

I cannot, from a sense of duty, back out and ask to be relieved as long as I can work, or until I believe that one could be found who would undertake and do the task better than I can. Still I must frankly say to you, that my headaches are so frequent and severe, that I am incapable of doing more work than I now perform, which I must do *provided* Sanford resigns which he will, unless restored to his rank or original position on the register. He is invaluable to me as an Ordnance Officer and his place cannot be supplied here or at the East, as he has no superior in ability, while to great industry and system he works with his whole heart on my

account. I do not say this at his suggestion, but because I do feel that he is essential to me for with my health I cannot have a change in the Ordnance Dept. In fact I could not, if perfectly well, do the work without him. We send our guns, shells and powder to Cairo this week. Also other stores. I also have a large Recg. ship there. I write the Secty. to day to send the men there. We shall want from you about 1200 men, and these to be sent at your earliest convenience direct to Cairo, via Pittsburgh or Chicago, or elsewhere.

We are in a terrible state of confusion generally speaking on account of the great Fremont question. Why don't the government act one way or the other. Genl. Fremont has granted me all he could, but that has not been much.

I fear that our Gun Boats will draw over 6 feet if not considerably more when loaded. They and the Mortar Boats ought to have had Naval Constructors to superintend their building. My position has been and is most irksome, but the officers work as well as they can. Porter has gone up the Tennessee. I stationed him at the mouth of that river with the Gun Boat "New Era," and am almost afraid to hear from him, as he is so impulsive.

If here, you would not consider me as a complaining man. I look on the bright side and work hard, and feel the effects of it in my health, but not so much yet as does Quarter Master Allen who is almost prostrated by his work as successor to Genl. McKinstry in that Depart.

If the Gun Boats will swim decently, when we get every thing aboard, I hope things will go well. Although for want of money, as you will see by the enclosed papers, which you can show the Secty at your discretion, the men are being driven into a frenzied state. The amount paid them already, and drawn by

me from a Bank, *has not yet been paid the Banker* and my credit suffers.

Yours truly

A. H. FOOTE

I am grateful to you for my Flag, but have no official intimation of it yet.

[A. H. FOOTE TO G. V. FOX]

St. Louis Mo.
Nov. 22/61

My dear Sir,

I have your kind and interesting letter of the 19th inst. but am sorry to learn that you can do no more for us at present in the way of furnishing men, as we have, the 500 included, only about 650 men for eight boats, requiring 1700 men, *provided,* we have the guns manned by the number allowed according to Ord. Instructions. I have a rendezvous at Chicago and Milwaukee, where we get but few men, and Carter's Rendezvous promises but little as we give no advance, and our service is less attractive than the Atlantic coast. We want about 1,000 men more, but if we can get 600 of this number from the East, I will try to complete the remainder.

We have barely officers enough, with all well and on duty, for one to each vessel—the Comdrs and Lts. who will command with the exception of one Lt. who must be ready for a command or something else. I know your limited number of officers, and while all of ours have been and are clamorous for more, I have not asked for them. I thank you for the promise not to take any from me, as you would by it "put the last straw

on the camel's back," and I also appreciate all your kind offices towards me, official, social and personal.

Dupont has vindicated us gloriously, and I am glad to see that he pays you a deserved tribute, for planning and aiding him, with your own rich experience and skill, showing you to have the real interest of the service as well as the country at heart; and when I look with trembling at the legion of difficulties and troubles environing us, I appreciate your high motives, although you overrated the man, in selecting me for this most difficult and trying position. I awake every morning, comparatively or rather figuratively speaking, with a Gun Boat on my heart. Look at it for a moment how much it is to fit out 8 Gun Boats even in a Navy Yard; then here where we must pick up materials all over the country, and but one Navy officer to a vessel, then the Army jealous of you. Yesterday I was ordered by the Comdg. Genl. to give up a large wharf boat at Cairo, to the Commissary, but he soon revoked his order on my representation of our wants. Then apptg. and assigning so many officers, and now almost crazy about getting the Boats down a river drawing 5½ ft. water, when there is hardly that amount in the channel, but I will not enumerate or croak, but keep the shoulder at the wheel and trust in a kind Providence, who often has made light my darkest paths, and to Him we should rely while using diligently all our means. Our officers say I stand up under difficulties well, and I suppose that Steedman gave you an idea of those difficulties tho' as a seaman of discriminating mind, you can in a measure appreciate them. Our mortar boats are checked if not stopped. I have written Genl. Meigs about them. I never had great fancy for them.

About the Gun-Boats, a mistake was made by Pook; their dimensions and model abaft could not help their

drawing over 5 feet. They must answer, even if we have to raise the deck over the recess, or fantails, abaft the wheel, which we can do 14 inches, by placing, at Cairo, a beam across on top of the present beam, and taking out the lower one. Again I say they must do after a fashion. Yet for want of men, of room, bad construction, and other difficulties too much must not be expected of us. I have and will work, and expend my life in the work and cause if it be necessary, and hope to do all with intelligence, but remember my limited means and resources, and do not expect as much of me as if we were on the seaboard and could fit out in a Navy Yard.

I was lucky, with good forethought, in getting our Guns and stores safely down the river, as Jeff. Thompson was after the vessel. To-morrow we send the Gun Boats down (light) with a guard and tugs to care for them. I enclose a letter showing why I am in a hurry with them. I also enclose a letter from Lt. Comdg. Phelps, to show how active he is and how valuable a real efficient officer is making himself. Please show it to Mr. Welles, to whom remember me most kindly as a man, for his nice former kindness towards me, and I shall strive to merit his confidence. You will see by the slip of paper that Jeff. Thompson suddenly appeared to take the "Maria Denning" our Cairo Recg Ship bound there with Ord, Stores &c, but he was foiled.

I have placed the battery, but nothing else except coal in the qr of one of the Boats, which tips her to 5ft. 7in forward. I have fears, but still hopes also. But will do our best. This moment Mr. Adams comes in with a requisition for me to sign for matresses, blankets &c. for two Tug Boats we want to accompany the two new Gun Boats to Cairo. I refuse of course and now we are in a strait, but this is mentioned as illustration of

our mixed concern and many troubles. I will not however trespass longer upon your patience.

Respectfully and very truly Yours,
A. H. FOOTE

G. V. Fox Esq.
Asst. Secty of the Navy.

[A. H. FOOTE TO G. V. FOX]

Cairo Dec. 28 1861

Sir

I send herewith copies of a correspondence, and telegrams, with Major Genl Halleck, Comdg, by which you will readily perceive the great embarrassments in which we are involved, for want of men, as well as the difficulty of any military Comdr fully appreciating the wants of men of war, or even Western Gun Boats.

The General, as you will at once perceive, has fully misunderstood my letter of the 25th instant, which asks him what I am to do with the temporary masters and crews on board the Tugs, or small *propellors* ordered to us, and intended for our Mortar Boats. He has confounded these officers and men (river men and officers) with the regiment of volunteers and answers that letter, under an erroneous conception of its meaning, and does not touch the subject of the letter at all; if the General had written such a letter in reply to my enclosed letter of the 26th (which he had not received when he wrote his letter of the 27th instant) I should not have been so much surprised, although his ideas, as you will see, are wholly impracticable in sending a regiment with its officers and men to act as marines.

We have all things in comparative good condition and only wanted men to begin, if not to complete the

commission of all the Gun Boats, this week, or early in the next, as stated in my letter of the 26th inst to Genl Halleck. Now we are thrown back again for want of men. I see no other way possibly for us to organize effectively, but to have one thousand men sent us from the East immediately, unless I am authorized to ship men who are discharged from the different regiments in the Army, for the purpose of entering the Navy Gun Boats. This I had authority to do from Genl Fremont, in fact an order was given to the Adjt Genl to discharge such men from the Army, as I should want for the Gun Boats.

I know Genl Hallecks difficulties, and find no fault with him, or his course, except that he seems to question my judgment about Navy matters, of which he of course, can know but little, and I of course must know vastly more. I present the whole matter to you knowing that your resources will apply the corrective, as you have, superadded to good sound judgment, great experience in naval matters and wants. The appt and assignment of officers; the difficulty in obtaining supplies of articles required while about commissioning vessels; want of men; slow work of carpenters and machinists; and want of accommodation on shore for magazines and projectiles for future use, are serious difficulties; but if we have the men, I hope to overcome measurably all other difficulties. I have numbered the accompanying letters—commencing No 1, which will enable you to read them in order, and it will thus require less time for you to understand the entire merits of the case. I also send the copies of the telegrams I dispatched to you and Secy Welles yesterday in case they did not reach you.

We have telegraphed to Mrs. Commr Perry as her husband is quite ill with typhoid fever to come on here.

He has been very anxious to go in the expedition, and zealous in his work, and would no doubt have performed good service, had his health continued good. I regret his loss to us, both personally and officially. I consider it a duty to make this statement in his behalf to the Navy Department.

I have the honor to be
Very respectfully Your Obt Servt
A. H. FOOTE
Flag Officer

G. V. Fox Esq.
Asst Secy of the Navy
Washington D. C.

P.S. I may commission the vessels by assigning the officers and sixty men to each Boat, and afterwards fill them up as we receive the men—commencing on or about the 6th proximo.

A. H. F.

Enclosure

(Copy—Telegram)

Cairo Dec. 28th 1861

Hon. Gideon Welles
Secretary of the Navy
Washington D. C.

Commander Perry is quite ill with typhoid fever and will be unable to perform duty. We want two more Lieutenants. If junior Lieutenants to Phelps cannot be ordered, we want Lieutenants Bryant and Thompson sent to the Flotilla. Our Flotilla will be seriously injured as will be seen by the following telegram to General Halleck, if his orders are carried out, who has written to me that Officers of the Regiment of Volunteers must come to the Flotilla with their soldiers, and all to be regarded as Marines, and to be under com-

mand of no Navy Officers except the Commanders of the Gun Boats. I will inform the Department of the result of my communicating with Genl. Halleck. I have thus telegraphed to Genl. Halleck.

"The volunteer soldiers are wanted in the Gun Boats in place of seamen. The complement of Officers is filled. No state-rooms nor other accommodations whatever have been provided for more officers, and we have no use for them. We want men to fight the guns and work the boats. We never have in Men of War, more than one sixth of a crew as Marines. The second in command or executive Officer controls all Officers. This was so decided by the Secretary of the Navy in my own case, when first Lieutenant or executive of a Man of War while a Major of Marines was attached to the same ship. I made no requisition for soldiers until ordered to do so by the Navy Department. I supposed that the volunteer soldiers would be discharged from the Army, and shipped by me for the Gun Boats, and be placed on the same footing with the crew. Please not send the volunteers until you hear from me further. I will write or send an officer to see you."

(Signed) A. H. FOOTE
Flag Officer

Enclosure

(Copy—Telegram)

Cairo, Dec. 28, 1861

G. V. Fox Esq.
Assistant Secretary of the Navy
Washington D. C.

I send a telegram to Secretary Welles for Lieutenants Thompson and Bryant to be ordered if Officers junior to Phelps cannot be ordered. I also speak of a

Regiment being ordered to Gun Boats, with their officers, who, except the Captain of the Gun Boats, by General Halleck's order, will alone command the Soldiers, and he says they will be regarded as Marines aboard ship. You will see that this will destroy the efficiency of the Gun Boats, and confuse the organization.

(Signed) A. H. FOOTE
Flag Officer

[A. H. FOOTE TO G. V. FOX]

Cairo Dec. 30th 1861

Sir,

In reference to the transfer of the Flotilla to the Navy Department as intimated in your telegram of today, I now respectfully submit my views, arising from the peculiar circumstances of our organization.

Previous to leaving Washington, I had an interview with Quarter Master General Meigs, who gave me written authority to appoint such assistants as I deemed necessary to carry out effectively the objects of the Flotilla, and he informed me that Masters of Western Steamboats often received $200. per month, and that I could not be governed in all cases by salaries or pay given at the East. In the case of Masters, and Pilots, I have been obliged, in order to secure the services of efficient Men, to pay 1st Masters $150. per month, 2nd Masters $125. 3rd Masters $100. and 4th Masters $80. per month, while Pilots are paid $175. per month. These prices are much less than the incumbents receive in ordinary times, while they have before been provided with table furniture and stores, bedding &c.,

which I have not allowed them. The Captains Clerks, who are also Acting Paymasters, Assistant Surgeons, and Engineers and Masters Mates, are paid at no higher than Navy rates, excepting the Chief Paymaster Mr. Henriques, who has been for many years in the Navy, and I absolutely required his services to teach and supervise the other Paymasters, and who I have paid and promised to pay, the amount paid to an Acting Paymaster and Commodores Secty. as he does the duties of both the grades and I have no other Secy., viz: $2200. So complicated is the financial business of this Flotilla, that Mr. Henriques' services are indispensable to me, as I have stated to Genl. Meigs, and am paying him accordingly.

We are greatly dependent upon the army for wagons to transport our ammunition, for storage and for many other things. We also receive our funds through Acting Quarter Master Wise, who if this transfer should be made, I hope will obtain the position of Storekeeper, or some other position with a salary equally good as that he now receives.

With the pressure of work upon me, I hope that no change will be made disturbing or changing materially our present organization, as I greatly fear that such change would seriously impair our efficiency for good service.

I ought further to add that Commander Rodgers had paid all his men $18. per month, as he informed me none could be had at a less price, as river men receive $30. per month annually, and I therefore have been compelled to continue this rate of pay to the Men, and rate all over 21 years of age as seamen at $18. per month.

With these considerations, I submit the matter of transfer to be disposed of as the Dep^{t}. may decide. I should apprehend serious difficulty if pay is to be re-

duced, or a change made in my own Secretary and Acting Paymaster.

Very respectfully, Yr obt Servt.
A. H. FOOTE
Flag Officer

G. V. Fox Esq
Asst. Secy. of the Navy
Washington D. C.

[A. H. FOOTE TO G. V. FOX]

Rec[d] Feb. 18[h]—62

Private

Cairo Dec 31/61

My Dear Secretary,

I heartily reciprocate your kind wish of a "Merry Christmas" and appreciate the friendly spirit of your letter of the 20th instant, but my Christmas brought rather sad associations with it, and the usual amount of hard work.

There was one unkind, "the unkindest cut of all," where you refer to the Mortar Boats, and my having ignored mortars "per se." Now the truth is, and I really did believe that you so understood it, that I was ready and so reported to Gen[l] Halleck on his arrival, to have the Mortar Beds made in fourteen days, at St. Louis, and to send an officer to Pittsburg, and have the Mortars shipped to Cairo, and in 21 days to have twenty Mortar Boats fitted with Mortars, for any service. Genl. Halleck stopped me short, and ordered the Officers I had selected to join his Artillery Company at Sedalia, and told me, as did Genl Meigs that there was no authority by which the Mortar Beds and Boats could be fitted. Since then the Quarter Master at St. Louis has sent us the Mortar Boats, and they now lie

here without my having any authority to touch them in the way of fitting out. If I had had my way out here, I would now have had the Mortar Boats fitted out, as well as the Gun Boats ready for use. But you know my impediments.

I did say and still consider the Mortar Boats very defective. They are built of solid timber and when armed and manned will be awash with the deck, and their magazines are square holes many of them filled with water and all will leak more or less. Still I would have fitted them out, with all their defects. I beg and pray that you will not let our friend DuPont, and certainly not your own judgment, lead you to suppose for a moment that I would not have jumped at good Mortar Boats, or at such Boats as David Porter has. I only wish that you could have spent one day here, for the last six weeks, as no imagination can fancy what it is, to collect materials and fit out Western Gun Boats with Western men, without a Navy yard—in the West, where no stores are to be had. Still, I have worked hard, the people say systematically, and in estimation of the Army, very effectively. We have all our guns aboard all the Gun Boats, and I mean to send 60 men to each Boat as a nucleus and put them in commission, but in doing this we will be surrounded by Carpenters, and Engineers who yet have ten days work nearly if not quite before they leave the ship. Mr. Eads told me that the Carpenters would finish the day after he left for Washington. Still they are yet at work and will be for ten days to come.

I never give up. I trust that we will be ready long before the Army is, and perhaps this is what they do not like, to perform any service required of us. I have worked night and day, and so have other officers, and have not to reproach myself with, *not even Mortar*

Boats, and I do not mean to let difficulties discourage me. Perry is dangerously ill. Winslow has a bad arm and has suffered greatly and looks badly. Both will have to leave I fear, but you will supply their places. Winslow is a clever man and would have done good service. Perry took hold and worked hard and was anxious to remain and do his duty. He also, from what he has been here, is an underrated man in the service. Sanford is on duty after two weeks illness and is a host in himself. I have suffered for want of his aid for a fortnight. Lt. Shirk has recovered and to-morrow or next day I shall order him to the "Lexington" and send him to Paducah to report to Lt. Comd. Phelps of the "Connestoga" and these Boats will guard and cruise up the Tennessee and Cumberland rivers. I make Phelps Comdg. Officer as he is clever and will do the service great credit.

Respectfully and very truly

Your friend
A. H. FOOTE

G. V. FOX Esq
Asst. Secty of the Navy.

[A. H. FOOTE TO G. V. FOX]

Cairo Jany. 4/62
Recd Jan. 30th. 62

My dear Sir,

I send extracts from a letter to Genl Halleck on the subject of Mortars & Mortar Boats. General Meigs will also inform you that I have been prevented from equipping these Mortar Boats. I had made an arrangement with Capt Constable of an Artillery Company to assist me, in fact to take principal charge in fitting out the Boats, and we had drawings for the beds made, &

made arrangements by which in 14 days they could be completed in S^t^ Louis, while I had conditionally engaged another officer Capt. Pike lately of Engineers to go to Pittsburg & see to shipping the Mortars, such was the state of the Mortar question—when Gen^l^ Halleck arrived, and I called on him the day of his arrival. He put me off till next day. I then asked him to give me categorical replies to these three questions. I use my own & his language—words. 1^st^ May I fit out the Mortar Boats? 2^nd^ Will you give me Cap^t^ Constable? 3^d^ May I send Cap^t^ Pike to Pittsburg for the Mortars? "No," he replied, "I have no authority and it cannot be done and I cannot give you an officer or a man." I said that "Gen^l^ Meigs says you have instructions and refers me to you about the Mortar & Tug Boats" he replied "Gen^l^ Meigs is mistaken." Now this statement, with the extracts from Gen^l^ Halleck's letter from me will show that I *have been prevented* from doing any thing to the Mortar Boats. These Boats have arrived and to day Cap^t^ Constable has also called on me & says that he has resigned as Cap^t^ of the Artillery Company. I will appoint him master superintendent of the Mortar Boats to take care of them, and to be ready to work on them when there is authority for it. The small Tugs or Propellers will come in play for our heavy unweildly Gun Boats. We want the Lts. you promised, as Terry & Winslow are, & will be unfit for duty. The contractor Eads, although like all men who want money, & he ought to have some money at least, has stated that he has done his work, still the Magazines are not finished, Pilot houses will not be done in a week, with much other work which the Engineers here say it will require all of the coming week to complete their department—steam drums &c. I have assigned the officers and am to day selecting 60 men for each of the Gun Boats—

We have four in commission doing good service and I hope in less than two weeks others will be in the same condition. I may run down early next week within four miles of Columbus with two of the Gun Boats & look at the Gibraltar of the Confederacy as they term it, but I do not tell any body about it here. I am hard at work & they say here we work harder than the Army. I feel grateful to you for any assistance even if I do not for sending me here.

I will do my very best, but it is a tight place for any man.

Respectfully & vy truly yours

A. H. FOOTE

I have made an Express Co. deduct $2,000 on their bill and told them if they did not I should send it to the Court of Claims. Another bill of $300 of a steamer I cut down to $100. The Court of Claims is dreaded as much as a Court of Chancery.

Enclosure

[Extract from a letter to Major General Halleck]

Cairo, Decr 7th 1861

. . . . . .

. . . In a letter received this morning from Commander Pennock our Fleet Captain, he informs me that the Mortar Boats will, in all probability soon be sent to Cairo, If this be correct, will you please have Capt. Constable again detailed for this service; and also permit me to employ with him, Capt. Pike, an Engineer now at Chicago—Tremont House—who has applied for this service. Capt Constable, with our ordnance

Officer, Lieut. Sanford, has a plan for Mortar Beds, which Beds might soon be prepared at S[t] Louis, under the supervision of Capt Constable, while Capt. Pike would proceed to Pittsburg and forward the Mortars before navigation closes . . . . . I regret that the Government did not come to an earlier conclusion about the Mortar Boats, as every Officer I have, and more too are required to fit out the Gun Boats; and as the proposition I submitted to you on your arrival, when as you stated you were not authorized to act, and I must confess I had myself some misgivings about the Mortar Boats, would, if it had been adopted, at the expiration of 14 days as estimated by several Officers, enabled us with Capt. Constable's and Capt. Pike's assistance to have the Mortar Boats & Beds now nearly if not quite ready for service.

It has been from the unavoidable delay, arising from the want of money, credit, and hesitation of the Government in accepting the Boats, with other irregularities, that has prevented the entire Flotilla of Gun and Mortar Boats and Propellers being ready at this moment for service. My plans, had they not been frustrated, as shown, would have accomplished all this. In speaking thus, however, I fully appreciate the embarrassments of the Government and of the directing Officers, and only refer to the matter as showing, that no want of foresight on my part, has caused the delay of not having now fully prepared the Naval forces for any service that might be required.

I have the honor to be Your obedt. Servt.

(signed) A. H. FOOTE

Flag Officer

[A. H. FOOTE TO G. V. FOX]

Private & Confidential

Cairo
Jan^{y}—11, 1862

My dear Sir.

I send the report herewith which your telegram of the 10th but not rec^{d} till this morning required for the President.

I have endeavored to keep the Dep^{t} fully informed of our progress, with all incidental circumstances, I have worked incessantly since I have joined or assumed Command here. The Contractors not being up to time, and want of men, have kept the Gun Boats from being commissioned. I have had all things in my power, and over which I had control, ready long since. With reference to the Mortar Boats, I only wish that you could see them; their magazines are merely square holes in the timbers banded together, forming the Boat, and of course most of them leak. There are no conveniences for living aboard. They will leak more & more. Some of our best officers have no better opinion of these rafts or boats than I have, still this is unofficial. It is my business to let the Gov^{t} judge, and I am to obey orders, and while I cannot consider these boats as well adapted to the purposes for which they were designed, still as I said to Gen^{l} Meigs, so much has been expended upon them, they ought not to be cast aside or "words to that effect," and I certainly would not presume to throw obstacles in the way of having them fitted, armed & equipped. I obtained authority to this effect from Gen^{l} Fremont, but Gen^{l} Curtiss, when he sent for me & asked for my orders & instructions (which I reported

to show how every Brigadier might interfere with me & by way of illustrating the necessity of the appt of a Flag Officer) said that Genl Freemont's orders were or would be, now of no avail. Still on Genl Hallecks arrival I called on him & said that I had selected Capt. Constable, who with Lt Sanford, under my direction, could have good Mortar beds made in 14 days in St Louis, while I could send Capt Pike, who had been an Engineer Apptd by Freemont, to Pittsburg to have the Mortars then made sent or shipped here before navigation closed. I asked Genl Halleck to allow me to do this & I could have the Mortar Boats armed in 20 days. He declined as he had no authority and in a few days sent Capt Constable to join his company. He was averse to helping me at all, Genl Meigs, on referring to him, said that Genl Halleck had instructions with reference to Gun & Mortar Boats, as shown in his letter to me. I left St Louis under those circumstances, while afterwards, the Quartermaster sent down the Mortar Boats asking me to receive them. Such is a brief history of these Boats. I have here had no men nor officers, nor means to attend to them yet had I supposed that it was the intention of the Dept for me to fit them out or to move in the matter, I would have found some way of doing it. But it could hardly be expected of me, to have done differently from what I have done here & I am aware that an officer in Command is considered by the public culpable when anything is wanting in the Dept where he is the chief, irrespective of the question of his right to do it, or his power of accomplishing it, but I trust that you do not & will not consider me at all derelict in doing just as I have done. I should like & be greatly obliged to you for a reply to this at your early convenience & let me know what is expected of me about these Mortar Boats. I have to

day telegraphed to Pittsburg to learn how many beds & Mortars are or can soon be ready, and I am ready as I have ever been to do all that the Dep^{t} wishes.

My report is comparatively incomplete, as I had very hastily drawn it up without time to correct it when it was reported that our two Gunboats, which I sent down the river yesterday, and which I intended to join myself to morrow, were in action with the Rebel Gun Boats and I of course went down to look into the affair.

You will soon & probably by this time have seen the Report of Gun & Mortar & Tug Boats, of a Board ordered by Gen^{l} Halleck.

I am aware that an officer of great resources can overcome almost insuperable difficulties, but away from a Navy Yard, and with the means I have at command in this wilderness of Naval wants, I must say that I do not see how under the circumstances any one could have done more than I have done. I feel of course very sadly as I perceive that the telegram indicates that I have not accomplished what has been expected of me. But could any officer here, in my circumstances, have accomplished more.

Respectfully & vy truly yours

A. H. Foote

G. V. Fox Esq
Ass^{t} Secty. of the Navy.

I have made every effort to ship men in the West, but have secured less than 200 in number. The river men enlisted in June or went south, and as our pay is $18 per month & their old pay $30, the remaining are indisposed to go on ship.

A. H. F.

The Mortar Boats would require, if all fitted out about 800 men. The "Carondelet" "Cairo" and "Louis-

ville" are now hauling out into the river and will be commissioned in a few days. On Monday & Tuesday (14th) we shall haul others into the river, with the nucleus of crews, men are now our great want.

[A. H. FOOTE TO G. V. FOX]

Cairo Ills.
January 13, 1862

Sir,

I have sent you the following telegram today.

"Your telegram of Friday was received on Saturday, and acknowledged. I sent you by return mail the report required. Today I have received a telegram from Colonel Symington in Pittsburgh saying 'Four thirteen inch mortars and beds have been sent to New York and four mortars and beds will be sent to the same destination by the beginning of next week. The fabrication of other beds will be continued here with all despatch. One more mortar only I believe is ready'— We commission three Boats on Wednesday. We want Men."

I have daily been looking for the arrival of the men. Genl Grant has written to Genl Halleck for authority to send us some thirty or forty men of intemperate habits from the Army, but has received no answer.

The Gun Boats will be ready in all respects for service, except men to man their guns by the 20th, or at farthest 25th instant, and we are at this moment in pressing want of from nine hundred to one thousand men.

I am very respectfully Your Obdt. Servt.

A. H. FOOTE
Flag Officer

G. V. Fox
Assistant Secretary of the Navy
Washington D. C.

[A. H. FOOTE TO G. V. FOX]

Private

Cairo Jan^{y}—27/62

My dear Sir.

I hear as yet nothing from Gen^{l} Halleck in reference to men. Gen^{l} Grant has issued a proclamation that soldiers may be transferred to the Gun Boats. They are flocking to us, but their Colonels & Captains refuse to let them go, and thus far the proclamation is a farce and the Gun Boats suffer. We have eleven Gun Boats in Commission and over 700 men are wanted to give them anything like enough to man their guns. I could get 2000 men from the Army in a day. One of their officers said it was because their men liked and had confidence in me. Still it is the attractiveness of our Gun Boats, with love of change. I shall soon write a stiff letter to Gen^{l} Halleck. I cannot stand this much longer. I have telegraphed Gen^{l} Meigs that I will, with his consent, take the "Benton" & raise her wheel 18 in, increase her buckets, and add a foot to her rudder at the waters edge, when I believe she will answer the purpose after a fashion. Will you please telegraph what is to be done about the Benton for we are losing valuable time by delay.

Of Mortar Boats, I am sorry to say they leak & settle more every day, but I have the order & am going ahead as fast as we possibly can in this place where there is nothing to work with. I have sent Cap^{t} Constable, a man of experience in Mortars, whose character is endorsed by M^{r}. Gurley M. C. from Ohio, to Pittsburg to ascertain when we can have the mortars & beds, to take the old fashion sea Coast Mortars or any thing which

will answer the purpose and can be got up in the shortest time. Speaking of Mortars, I see that a Boston paper represents me as complaining of the Navy Dep^{t} having stopped me while I was at work fitting out the Mortar Boats! this is a mistake made out of whole cloth, as I never intimated such a thing. I still say, that Gen^{l} Halleck had stopped me, & had I gone on with them at that time, I could have had them ready a month ago. I only have said that we ought to have had some more sailors sent us, as we could not get river men, as they get $30 & we only pay $18. I have been fair & honest towards the Dep^{t} and I certainly do not complain—when there is no cause for it. The Mortar Boats grow worse with age & grow more in disfavor, while I could get 6,000 men (soldiers) for the Gun Boats, all seem to shun the Mortar Boats, I tell the men that the Mortar Boats will be the safer as they will be kept out of the range of the enemy's guns. I tell you all these things, that you may not say if they do fail, that I proceeded blindly with them. I should like exceedingly good Mortar Boats, and with such I believe the Gun Boats would walk down to New Orleans. I like Mortar Boats, but I am sorry to say that these Boats are unpromising, from their structure & their magazines full of water & they are settling. They are a great blunder, & I should fear for my reputation did I not say this before fitting them out, but having said this I shall work hard to make all that can be made of them. You must bear with me a little, as you were the means of my coming out here. I was of your selection, and I foresaw the difficulties, but not to the fullest extent till lately. If I could have been at once placed under the Navy Dep^{t} all would have gone well, but between Army & Navy, I have had more work & mental suffering than I ever expected to fall to my lot in this or in the world to come. It would be sun-

shine to me if I could now have the Gun Boats well manned to go down with the Army to Columbus, although I have no special appetite for fighting, but it is more desirable to fight than having this mental suffering, which cannot be alleviated as the cause is beyond my control. The Benton we had better take & try her with wheel raised & rudder widened. The men I will take even if they are without brains, I only ask for muscle. The Mortar Boats I will fit out as speedily & effectually as can be done in this place where nothing is to be had. These three things obviated & the Flotilla should be in order for any thing required.

We must have a magazine Boat, if we go down the river, as the Gun Boats carry only 80 rounds. Sanford has the ordnance Dep^{t} in excellent order & deserves all praise & something more substantial. Meigs will not answer me about the Magazine Steamer.

Respectfully & truly Yours

A. H. F.

The enclosed slip of paper was sent to me. I knew nothing of it till I received it and am sorry to find any intimation that the Navy Dept is not ready to help me, still there is a good deal of truth as you will see.

Enclosure

[Newspaper clipping]

One of the most important questions which now agitates this department is the fitting-out of the gunboats with suitable crews. When it is taken into consideration that the inducements offered at this point to seafaring and river men are very inferior to those offered in the East, it will be conceded that this will be no easy business to fulfil. True, the pay for gunboat-men here is

equal that offered to men of the same class in the East; but there is no bounty given, as in the last-named section, and Jack Tar is not over fond of fresh water service; while the usual pay of river men is almost double that offered in the gunboat service. One advantage, however, is that the time of service or enlistment is much shorter than that of the army, as the provisions extend only to "one year, if not sooner discharged," while those who enlist in the land service are required to serve three years.

Flag officer Foote has been laboring here under the most trying circumstances. It appears that neither the army nor navy will claim this service as a branch of their's. So it stands alone in the centre reaping no assistance from either, except what has been fairly forced from the heads of departments. It is almost impossible for those who are unacquainted with the complications of the navy service, and outfitting, to comprehend the disadvantage of fitting out a squadron of any kind, in the absence of a navy yard. Yet here has Flag Officer Foote been obliged to battle incessantly between these two elements, (the army and navy,) both of which claim the advantage of the services these gunboats render, while neither appear willing to accord them assistance. It remains now to be seen to what extent the army will respond to the recent appeal made through Gen. Grant, and published in the Tribune of yesterday.

Matters of news are becoming alarmingly scarce, and a long season of monotony is almost apparent. Reinforcements are arriving almost daily. The river is still rising at 12 P.M.

Cairo, Jan. 24— The two gun boats that went up the Tennessee and Cumberland rivers, as well as the two boats off Forts Holt and Jefferson, in the Missis-

sippi, are doing good service. The Conestoga, Lieut Phelps commanding, and Lexington, Lieut Shirk commanding have been shelling in the Tennessee river within the past week. The Lexington chased a rebel gun boat under the guns of Fort Henry. The remaining gun boats are nearly completed at Cairo, and as soon as men are supplied, we may expect to hear a good account of the fleet, under command of Flag officer A. H. Foote, wherever it is directed.

[G. V. FOX TO A. H. FOOTE]

Navy Department
January 27 1862

Dear Sir:

I have not answered your letters or telegraphs but I have begged and beseeched the proper Dept. that they should be attended to. It was these matters that made me desirous to transfer the whole thing to the Navy and then give you full authority to do whatever was right or necessary in your judgment. It is impossible for us to shake off from our Dep't. some little blame with regard to these mortars, for people will never care to investigate the whole facts.

The President is very much exercised in the matter, and I do not blame him. He telegraphed to Pittsburg and they replied that *two* beds were ready. I doubt if the history of any war ever furnished such an exposure. The plan matured and commenced last summer, the boats built, the gun boats in good condition, the river high, the time come to make the movement coincide with others, and only two beds ready. The

President has determined to remove Ripley from the Ordnance, and it has shaken the confidence in many others. The result of the whole matter is a delay, and change of Programme. Our twenty mortar vessels have partly sailed and will probably all be off in the course of ten days. I think their success under Porter will shame the Army people for their great crime in neglecting these boats. Halleck seems to take no interest in your part of the expedition, but I advise him to obey orders about furnishing you with men. Your daily telegraph to Wise, goes to the President who very wisely has taken this matter into his own hands.

Yours truly

G. V. Fox

Flag Officer A. H. Foote

There are several ships waiting for crews—you cannot expect men from the Navy.

[A. H. FOOTE TO G. V. FOX]

Unofficial

Cairo Jan^{y}—31/62

My dear Sir,

Your letter of the 27th found me in bed this morning from severe sore throat and fever. I have kept my room although I can ill afford to lose a day, in these times of pressing work but exposure out of doors would probably have resulted in the prevailing fever.

I feel the force of the sentiments expressed in your letter, and had we commenced without any connection with the Army we could have made more rapid progress & had the Flotilla in all respects ready a month

ago, but now we are so entwined with it, and our supplies and building & other accommodations coming from them, a change would be embarrassing. No one can ever know how many difficulties I have had to contend with, for want of accommodations. The shells now coming, where shall we put them? No shell House, nor Magazine except those we build, as this place is under water. No purchases, no coffee measures or any thing to be bought about here, we must send to S[t] Louis & Cincinnati. I revert to these things to show my difficulties. They are appreciated here, but I beg you will understand that I have not complained of the Navy Dep[t] I know your demands, and I know that you personally were stronger in favor of the Mortars than I have been, merely because the Boats are so miserable. I have never intimated otherwise; on the contrary I have checked among the officers the first risings of complaint.

Gen[l] Halleck seems to have no sympathy with the Navy force here, I very much fear we shall not get the men from the Army. Up to last night we had here but three soldiers transferred. The Cols, and Captains object. I am straining every nerve to get men, and am told that 40 soldiers will soon come from Cape Girardeau, and also from S[t] Louis, as well as from Chicago. I am working hard at the Mortar Boats, & hope to have them ready, as soon as it is in human power to get them ready under the circumstances.

The enclosed orders to L[t] Sanford will explain themselves. He has worked efficiently & placed our ordnance in excellent condition, & is an invaluable officer to the service, I miss him exceedingly.

I have sent my daily telegram. I hope next week that we shall make a move with seven of the Gun Boats & a land force. I have to send men from different Gun

Boats to make up crews for four of the iron clad boats. I am feeling too badly to say more.

Respectfully & vy truly yours

A. H. FOOTE

G. V. Fox Esq.
Asᵗ Secty of the Navy.

As I refer to orders to Lt Sanford, will you do me the favor to send the enclosed copy of his orders to Lt Wise of ordnance as the President may wish to see them.

[A. H. FOOTE TO G. V. FOX]

Cairo March 5th 1862

My dear Secretary.

I have been waiting in vain, for several days, that I might make a proper response to your kind letter of congratulations; and while I am exceedingly obliged to you for your consideration extended to the Flotilla, as it belongs to neither Army and Navy, it has not nor could receive the aid from the Navy Dept. which it would have done, had it been under control and direction of The Navy. And the War Dept. has considered us as belonging to the Navy and to them we should look for equipment, I would not therefore again pass through the mental agony and weary labor of the month, of preparation and going into the first and second fight half manned and shifting crews from disabled to sound vessels, for all the applause which this world can give but "thanks be to God who giveth us the victory" it is now all over, with the addition of ten years prematurely added to my age of constitution.

I enclose herewith a paper containing some of the

difficulties with which I have had to contend in what is termed cooperation with the Army, and which has compelled me for the sake of the Flotilla to take a decided stand and to judge for myself when we were in a condition to move with a reasonable prospect of success. I trust that the government will sustain me in the stand I have taken. It requires some moral courage to decline going into action when urged to it, but a moral responsibility rests upon me in the matter which cannot be transferred to another. I have been as ready to take the Gun Boats, as General Halleck has to take the field and if personal considerations are imputed to me rather than a higher motive for declining at present to fight the rebels till we are in a condition to do it, I must say that the consciousness of good motive, will never induce me to regret having taken the step, the censure of the unreasoning public to the contrary—notwithstanding.

I am rather embarrassed by my foot which after the exercise even on crutches in going to Columbus yesterday is somewhat more inflamed and painful; yet I trust and pray that it will be well in ten days or a fortnight, we are at work night & day, and will certainly I trust be ready 'in all respects' by the last of next week to move against No. 10, and New Madrid, to fight our way through. Now don't you think that caution is as an important an element as pluck in rendering an officer truly efficient? I have had to reprove Lt. Comdg. Ginn who incautiously landed his men and told him not to do it again but stick to his big guns.

Most of the Officers have told me that I must not leave them even if I remained on crutches that they could not deal with such spirits as compose the Flotilla if I were to leave—as all had confidence in & were attached to me personally. In fact I feel it to be my duty

to remain and see this war out, as I am satisfied that a better Officer and Man in my place could not so well harmonize the discordant materials we have, as I am doing—altho' I say it &c.

In General Pillow's telegrams which have been published, Comdr. Stemble informs me that he read that Pillow said in his first dispatch at Fort Donelson in the fight that the Gun Boats are pouring in such a destructive fire upon the Fort I must either evacuate or surrender, I cannot stand it 15 minutes longer; and in 10 minutes after a second telegram stated that I have sunk ten and crippled the remaining ten Gun Boats and can now hold the Fort, several persons inform me that they have read this in the rebel papers.

We have now men in abundance and want no more, and I must close being jaded and weary from hard work & moving about on the artificial legs. I hope that you will let us have the two Lts. below Shirk who is in command and is an excellent officer. You know that I am your appt. & you are measurably responsible for my doings, but I told you in Washington that you greatly overrated me.

We hear to day by rumor that Manassas has fallen and seventy thousand prisoners are captured. I hope the former is not true. In a hurry

Very truly yours

G. V. Fox Esq.
Asst. Secretary.

A. H. FOOTE

[G. V. FOX TO A. H. FOOTE]

Unofficial

Navy Department
March 7—1862

My dear Commodore,

Under the law authorizing the building of iron clad vessels the Department propose to construct some of them on the western waters, and it would be very desirable if you could give your views either directly to the Department, or to some of those persons west, who propose to meet the advertisement of the Department. We ought to avail ourselves of the experience you have acquired in actual battle.

Yours very truly
G. V. Fox

Flag officer A. H. Foote
Comd'g Naval Forces on Western Waters
Cairo, Ill.

[G. V. FOX TO A. H. FOOTE]

Private

Navy Department
March 8—1862

My dear Commodore:

Last night at a party at Mr. Welles' your dispatch was received, giving an account of the occupation of Columbus after its evacuation by the rebels. I felt a pang that the Mortar boats were thus deprived of a participation in the work. As Freemont started these at my suggestion, I naturally feel a deep interest con-

cerning them, and hoped their first use would have been made on the western waters by yourself, but the vagabonds have not given you a chance at Columbus. Perhaps Porter will give us first trial, but in either case God Speed you. I have no fears of the result. I notice how publicly you praise Gen[l] Cullum. Will you pardon a friend for observing that he is the chief of the Staff of the Gen[l] that holds you back and ignores your existence. These engineer officers are all alike, conceited, puffed up, embued with a contempt of the Navy, and have all their lives been trying to prove impossible what you have demonstrated possible, viz:—to attack forts successfully with vessels. If I did not feel for you sincere admiration and friendship, and have your own reputation most dear to me, I should not beg of you to be careful and not lavish praise upon any person whatsoever, in your dispatches, unless for distinguished conduct that must also be apparent to those who are at a distance from the scene.

I don't know how the mail is between here and Cairo but it has been bad, and Mr. Blair has sent out two agents to right matters.

We all feel proud of your work attained without the efficient cooperation from any one, which renders your labors the more faithful. I *think* we shall work out a reward for you. We shall try. If you do rain 13 inch shells upon them be sure to give us full particulars early.

Very truly, Yours

G. V. Fox.

Flag Officer A. H. Foote
Comd'g Naval Forces on Western Waters,
Cairo, Ill.

[A. H. FOOTE TO G. V. FOX]

Cairo March 9/62

My dear Secretary

Your kind letter of the 5th inst., referring to my telegram announcing our occupancy of Columbus Id. was received this morning; your criticism is just, and taken in the spirit with which it was made, and I hope that you will continue to manifest your interest in me by making such criticisms as in your good judgment you consider for my personal benefit and that of the service; for I came out here, and I here remain, with a wounded painful foot, to do my whole duty as far as I am able to perform it, to the service and to our glorious Union.

With the press of business upon me, and the few days remaining before we have to attack Island No. 10 and New Madrid it is impossible for me to draw up the official letter of which you speak to have entered upon the records of the Dept. but I will as succinctly as possible, revert to some of the leading points, which, with the telegrams & papers enclosed, will give you the material for such a document, for one more at leisure to draw up, and who can do it better than myself.

We expect to give ten of the mortars a fair trial on Thursday at No. 10 and New Madrid, when, God sparing my life, I will give you a full account of their service. I also take into this action the Benton locked between the other iron clad boats as she wants speed to take by herself, and as we can only fight our bow guns in the narrow river and swift current she will not want her broadside. In all we shall bring ten mortar and seven iron clad Gun Boats into action.

Genl. Halleck has been using every means to force

me into this action to morrow but in truth the vessels will not be ready till Wednesday, as the pilot houses and the vessels which were at Forts Henry & Donelson were so cut up, that taking them into a fight before they are repaired would endanger the whole flotilla, to say nothing of causing quite a stampede among the pilots and other newly made officers. I have therefore claimed the right to use my judgment as to the time when we move. Am I not right in this, as I have the responsibility? I strongly objected to open on Fort Donelson when we did as by waiting three days, as I wanted to do, we could have brought four mortar boats, and shelled out the Fort and troops, with the saving of hundreds of valuable lives. I then determined not to move again until ready, "in all respects." As it was however, at Fort Donelson, by the united testimony of rebel officers—with scarcely an exception, our fight on the 14th inst. so demoralized their troops that they could not even cut their way out to escape on the following morning, and such a terror of the Gun Boats prevailed on the river that Clarksville & Nashville were thrown into a panic at the idea of our approach that these cities became incapable of the least resistance. Assist. Secty Scott will tell you as he has me that had we proceeded on to Nashville when I was ready and on my way to do it with six Mortar Boats and two Gun Boats we would have gone into Nashville and received a million of Dolls. worth of rebel munitions of war provisions &c. besides their factory for making percussion caps, as it was we got no credit for taking possession of Clarksville & hoisting the Union flag in the forts, which we did three days before our troops entered the city, but after all the Army would not go into Nashville till the Gun Boat 'Cairo' arrived displaying the flag off the city.

When we went down to Columbus on my return, the

adroit movement of sending out the flag of truce by that old Jesuit Bishop Genl. Polk, we lost our chance of trying the effect of your mortars, as ladies were aboard of the rebel steamer, and as you say the evacuation provokingly lost us the chance at Columbus, and in the second attempt the rebels had fled in a hurry on account of our first appearance in such force. I had General Cullum with me in both instances and he behaved so well, so ready to give the Gun Boats credit for what they did, and while at once yielded to my saying that although he was acting as Genl. Halleck would in giving orders to Genls. who ranked him I could not acknowledge him as the Comdg. General, with a readiness to listen and carry out my suggestions he got the better of my generous impulses and I made the acknowledgment as I did, still I frankly say your view is correct & it is not lost upon me— The mails are more regular.

I am still on my crutches & my foot was painful & kept me awake till two o'clock this morning. It was closely examined by a skilfull surgeon this morning, who says that with care & attention it ought to be well soon, therefore unless you consider crutches for two weeks an insuperable objection, they are an objection, I would prefer to remain and see this matter out, as both officers and men are strongly attached to me. I leave myself in your hands who put me here, to decide the matter, I know of no one who would be up to this herculean work besides Chas. H. Davis, and if you relieve me I would recommend him as my successor. It requires a great deal of patience & diplomacy to keep the machine in working order, I have suffered since I came out here a degree of mental agony and physical exhaustion, adding ten years to my age constitutionally, which all the honors and applause can never repair, but

if this is continued and the rebellion can be ultimately crushed with the Gun Boats under my direction doing their whole duty I shall feel willing to endure it I believe even to the sacrifice of my health & my life. I am therefore willing to remain or willing to be detached whichever will best promote the interests of the country. But one impression I wish you to correct, I find that even among Navy Officers at the East it is said that I found at Fort Donelson that I could not do all things with the Gun Boats, but I went up to Fort Donelson three days before I was ready & begged for that time to get the six Mortar Boats up when I declared it to be my intention at long range to shell the Fort assisted by the rifle guns of the Boats. Don't let me in this be misrepresented as caution is a normal element of my character, I dashed close up to Fort Henry to strike terror and it did so throughout rebeldom that the Gun Boats will fearlessly and effectively do their work, but I am as much and more cautious than I am bold, for no one feels more than I do the awful responsibility of exposing human life, when the object is not fully adequate to the risk.

I believe that Secty Scott is fully satisfied that under the difficulties I have done my duties as well as it could be done, still you will see him & I hope get his candid opinion on the subject, for one must come here to appreciate our difficulties and trials, one thing is certain, no one could have worked harder or tried more to do his whole duty here than I have done and will do to the death—

In answer to several Navy Officers who asked me to day why Bell, McKean, Goldsborough, Farragut & DuPont were confirmed as Flag Officers and the Gun Boat Flotilla left out in the cold when four Major Generals were made for the Fort Donelson fight I told

them it was probably from these officers being over 45 years in the service requiring the Senate's confirmation, or something else, as I did not believe that we should be neglected, & we think it is Army influence against us, but I do *not* as with one exception, I do not believe that any Army Officer would ever wish to see me kept back, for I have a host of good friends in the Army. From your remark at the close of your letter I am reassured that full justice will be done me and my command.

I am exhausted and for want of sleep in no condition to write. Excuse my incoherent letter, and with kind regards to the Secretary, and if you consider it well timed express my warmest sympathies to the President and Mrs. Lincoln, on whom I called in New York, for their sad bereavement and may they be supported by Divine Consolation.

I am very sincerely yours

A. H. FOOTE

G. V. Fox Esq
Asst. Secty of the Navy.

P. S. One shell from the mortar Boats was fired yesterday at Columbus—ricocheting a long distance over the bluffs. Several others were satisfactorily tried as I reported two or three weeks since. We hope to give you a good account of them & of ourselves generally. Will you do me the favor to send Genl. McClernand's letter to Mrs. A. H. Foote, New Haven, Conn, as she wants it for an autograph.

Mr. Sanford who has this instant returned from Columbus informs me that the Major's wife now in Columbus, whose husband was arrested as a Union Man says that when the Gun Boats were down last before we took possession that the rebels fled in the greatest terror & confusion. Officers as well as men were drunk

& jumped into the flat boats as well as Steam boats & drifted down the river destroying the citizen's property. As it was foggy we could not see this but observed in one place troops passing to & fro, she says they were in great terror & have been of the guns & mortars—then we had four of the latter. This was when the ladies were sent off under a flag of truce. They returned, or a portion of them & hastily threw their guns & shot overboard and now great quantities are on the banks of the river.

A. H. F.

You will remember my orders to Lt. Comdg. Phelps to go up the Tennessee as far as it was navigable to destroy the Rebel Gun Boats & which he did until he reached Florence, Alabama. I had no directions and consulted no one about this movement—except to inform Genl. Grant before the capture of Fort Henry. I send to-morrow 21 old rifles to you for Naval Committees, when there will be enough of the same sort left for you & your friends. I am sorry I can get nothing better they all come from Fort Henry & up the Tennessee River as far as Pittsburg. I have a torpedo—shall I send it for the President or will it be another Elephant?

Enclosure

Illinois and Mississippi Telegraph Company

Cairo Mch 5th 1862

By Telegraph from St. Louis 4

To Gen Cullum & Flag Officer Foote

The gun & mortar boats should not wait for repairs but make an immediate demonstration on Island No. 10

& if possible assist Genl. Pope at New Madrid. This is of vital importance there should be no delay. I have much better information than you have of the condition of affairs and where possible my instructions should be obeyed.

H. W. HALLECK
Maj Genl

[A. H. FOOTE TO G. V. FOX]

Cairo March 5th 1862

My dear General.

I send the telegram (from Genl. Halleck) I have not answered it. Of course I cannot take my vessels into action, when in the condition they now are, Were I to do it there would soon be a stampede among pilots, and the newly made officers. To retain the people I now have in the flotilla and to keep it in efficient condition I shall only expose life when there is a reasonable prospect of success, and the object being commensurate with the exposure. I shall not again see my brave comrades fall around me, when by waiting a few days, I can move with almost a certainty of victory. A moral responsibility rests upon me in this matter which I cannot transfer to another.

Respectfully & most truly Your Servt & Friend
A. H. FOOTE

Genl. Geo W. Cullum
Aid & Chief Engineer.

Enclosure

Head Quarters 1st Division
Fort Foote (*late Henry*) Tenn.
Feby 7. 1862

Commodore
A. H. Foote
Flag Officer, Western Waters.
Dear Sir.—

As an acknowledgment of the consummate skill with which you brought your gunboats into action yesterday, and of the address and bravery displayed by yourself and your command, I have taken the liberty of giving the "late" Fort Henry the new and more appropriate name of *"Fort Foote."*

Please pardon the liberty I have taken, without first securing your concurrence; as I am hardly disposed to do, the liberty which *you* took in capturing the Fort yesterday, without *my* cooperation.

Very respectfully Yours &c
JOHN A. M'CLERNAND
Comg 1st Division

Enclosure

Private

(Copy)

Mrs. General Buckner, when here from Columbus, said that there they feared the Gun Boats, and only the Gun Boats, and she was anxious to visit them. The rebel papers and prisoners all say that the Gun Boats demoralize their Army.

In Pillow's official report, he says that he & Floyd were in Fort Donelson, and that the Gun Boats made a most desperate attack upon it, and did the Fort great injury, but that the Fort sunk two of the Gun Boats and disabled the other two: The rebels in person, and in their papers, speak with great respect of the Gun Boats. An Army Major told me that we were purposely held back from Nashville that Genl. Buell might take it, although that Officer sent for a Gun Boat, which went off Nashville, before he entered the city. Genl. Halleck refers to Genl. Smith taking possession of Clarksville and says not a word about Gun Boats, whereas, three days before, I took possession, hoisted our flag on the fort and issued my proclamation. Commander Jno. Rodgers, reported the purchase of the steamers Taylor, Lexington and Conestoga, June 8 1861.

They were filled up for war purposes, and owing to the low water did not succeed in getting down to Cairo until Aug. 12th.

Commander Rodgers, took command of the Taylor, and assigned Commander R. W. Stembel to the Lexington and Lieut. Commanding S. Ledyard Phelps to the Conestoga.

[A. H. FOOTE TO G. V. FOX]

Cairo March 10/62

My dear Secretary,

I will be brief and inflict but a moderately long epistle upon you for the present. This must be regarded rather as an addenda to the letter of yesterday.

We hear that a terrible fight has taken place in Hampton Roads, in which we suffered great loss, but

at last the "Monitor" drove the "Merrimac" back to Norfolk. I hope that the particulars will make a better show for us, than the meagre reports to night.

I send the notes to complete the information I forwarded yesterday. If the Army now can move on Memphis from the Tennessee the importance of capturing Fort Henry and opening the river cannot be overestimated.

I learn to night from two deserters from the rebel Army who escaped from New Orleans ten days ago that Island No 10. is fortified with 60 guns and 25,000 troops. Still I feel quite confident that with your Mortars and seven iron clad boats, we shall give a good account of ourselves. There is a scare on the river from Columbus to New Orleans.

Respectfully & very truly yours

A. H. FOOTE

G. V. Fox Esq
Asst Secretary

Asst Secy Scott is here & helps me out wonderfully.

[A. H. FOOTE TO G. V. FOX]

Cleveland
June 10/62

My dear Fox,

You have no idea how much good your kind note of the 27th ultimo did me. It touched the right chord when you said "You have no right to risk your life except in an engagement with the enemy," as I had been in agony about the question of leaving to save my life, or "dying in harness" at my post. But here the idea of *suicide* flitted across my mind, and this, with the con-

nection that the effectiveness of the Flotilla required a man at its head, of health—strength of body & mind, rather than one in his bed—only able to move on crutches and daily failing, led me, reluctantly, to yeild. It was a severe struggle, but it was officially and morally right, although it is hard, this moment, to reflect, after struggling as I have in working at this Flotilla, to find myself deprived from reaping the full harvest of its victories. I have this consolation, however, that from your generous treatment & assurances hitherto, Secretary Welles, & yourself will not let me suffer in consequence of this Providential dispensation.

How gloriously the Navy is coming out in this war. Secretary Welles & yourself must feel proud & grateful at the results of your creating such an efficient Navy, out of the chaotic mass which Secty Toucey bequeathed you. You have no idea how enthusiastic the West now is for the Navy.

I have been in bed for a local difficulty for two weeks, but am improving, although I do not improve as I wished & expected, My two doctors say I was far more ill than I supposed when I arrived. A week or ten days I trust will bring about a very favorable change, if not I must submit & you will hear again from me.

My respects to Secretary Welles, and please remember me to Wise, to whom I mean soon to write.

Davis has done his work well and merits all he will receive, but he had good materials, with which to do it.

Yours vy truly

A. H. Foote

I have asked Com. Smith to show you & Mr Welles three slips of papers referring to the Flotilla.

A. H. F.

[A. H. FOOTE TO G. V. FOX]

New Haven, Conn., Aug. 15, 1862.

My dear Secretary Fox;

I will say but a few words. I know you are having an avalanche of letters.

With all the persistency of improvising that Western Flotilla, in which you came near sacrificing me in your selection of its Commander, I beg that you will arrange it so that I can have my clerk Mr. Wm. S. Dyre appointed to my Bureau. This Mr. Dyre will be invaluable to me and I urge his appointment *solely* on the ground of enabling me to have the Bureau in efficient condition. You will then have two clerks of your own, and as I did not seek the Bureau I want at least two good clerks whom I know.

Yours truly,

A. H. FOOTE.

P. S. My chief clerk, Henriques, will be able to give you a good deal of information about the Flotilla and its wants, and about its transfer.

REAR-ADMIRAL CHARLES HENRY DAVIS, U.S.N.

Born, Boston, Mass., January 16, 1807
Died, Washington, D. C., February 18, 1877

August	12, 1823	Appointed Midshipman from Massachusetts.
	1827–28	As Midshipman was attached to the frigate *United States,* Pacific Squadron.
March	23, 1829	Passed Midshipman.
	1830–33	Attached to the Sloop-of-War *Ontario,* Mediterranean Squadron.
March	3, 1834	Commissioned as Lieutenant and ordered to the Sloop-of-War *Vincennes,* Pacific Squadron.
	1837–38	Special duty.
	1840–41	Attached to razee *Independence,* Brazil Squadron.
	1842–48	Ordnance duty.
	1849–56	Special duty.
June	12, 1854	Commissioned as Commander.
	1857	Ordered to the command of the Sloop-of-War *St. Mary's,* Pacific Squadron.
January,	1859	Appointed Superintendent of Nautical Almanac.
	1861	Commissioned as Captain.
		Captain Davis was a member of the Board of Officers convened for the purpose of making a thorough investigation of the Southern coasts and harbors, their access and defences.
May	9, 1862	Appointed Flag-Officer of the Mississippi Flotilla, relieving Flag-Officer Foote.
July	16, 1862	Commissioned as Commodore, U. S. Navy.
	1862	Ordered to duty in the Navy Department, as Chief of Bureau of Navigation.

February	7, 1863	Commissioned as Rear-Admiral.
	1865	Appointed Superintendent of the Naval Observatory, Washington.
	1867	Ordered to command the South Atlantic Squadron, coast of Brazil, where he remained until the summer of 1869.
	1871–77	Superintendent Naval Observatory.

[G. V. FOX TO C. H. DAVIS]

Unofficial

Navy Department
April 22d 1862

Dear Davis,

Foote is suffering very much with his feet and ought not to be afloat though the Department desires him to remain in command at present, but it is considered important that the second in command should be the person to succeed him in Chief command, should any accident happen to him or he be obliged to withdraw. Therefore you will receive orders to report to him at Cairo as soon as you finish your present duty. If he should get fairly on his feet again, you can return or not as you please.

Most truly Yours

G. V. Fox

[C. H. DAVIS TO G. V. FOX]

Private

New York, April 24, 1862.

My dear Fox:

I received your note yesterday, and am ready to go West as soon as wanted. But I fear I cannot make good Foote's place there, or anywhere.

I wish, for the sake of our dear country that there was a better man at your command. I should like to have my travelling expenses in advance. And I wish you would do me the favor to tell William Wormley to

go to Mr. McDermot's, get my sword, and send it to me by Adam's Express, directed to the Brevoort House.

In Philadelphia, I found that Mr. Hurst had left town.

He had left a note for me, urging me to close the business at once, but proposing some changes in the plan of proceeding, and implying that Mr. Thomas would require the remaining *eight* thousand dollars for the means of outfit! This new demand, being the fourth in order of Succession, each one advanced as the preceding one was acceded to, startled me. I told the parties I must see Mr. Hurst myself, and they promised that he should come to see me here, where my duty obliged me to remain at present.

Our Board met yesterday, and did a good day's work. It is now in Session. I think it is well constituted, and will give Mr. Welles a satisfactory and conclusive report, or opinion. It is very harmonious.

Give my best regards to Mr. Welles and Mr. Faxon.

Yours faithfully, with warm regard,

CHARLES H. DAVIS

Hon. G. V. Fox
Asst, Sec'y of the Navy
Washington, D.C.

[C. H. DAVIS TO G. V. FOX]

New York, April 25, 1862.

My dear Fox:

I received, last night, a telegraphic comc from Philada saying that Mr. Hurst would be here this evening; so that I shall have it in my power to inform you of the final result tomorrow morning.

This Board will, I now expect, prepare its report on

Monday—sooner than I, at first, thought possible. Supposing that I was to take the new Bureau, I arranged my affairs accordingly, and withdrew some of my business (of a pecuniary sort) from the hands of my agent. In consequence of this, two days at home would be very convenient to me if you think that Foote can stand that delay. Write me word if I can have this time for my private affairs.

Again, thinking I was to have the bureau, I had employed my mind in the consideration of its duties: if the bill should pass, and you wish it, I will make some suggestions on this subject.

Yours, most sincerely,

C. H. DAVIS

Hon. G. V. Fox.

[G. V. FOX TO C. H. DAVIS]

Navy Department
July 24, 1862.

Dear Davis,

It looks a little as though another Merrimac had broken loose and under circumstances that make it somewhat difficult to destroy her.

You are confirmed as Chief of the Bureau of Navigation but there is no hurry in the matter. I was going to ask you when you would like to give up in the west, but now it will not do until you have destroyed the Arkansas. Finish her in a satisfactory manner and if you consent we will bring you on here with the certainty that at next session you will be an admiral. As long as she is above water I would not ask you to leave.

Truly yours,

G. V. FOX

[C. H. DAVIS TO G. V. FOX]

OFFICE OF GUN BOAT FLOTILLA

Cairo, August 26, 1862.

Dear Fox:

I am detained here a day or two by the necessity of giving convoy to the transports carrying the released and exchanged prisoners to Vicksburg.

Capt. Sandford tells me that there are six more steamers at Cincinnati, just now purchased for the counter-guerilla service in the lower tributaries.

It will advance the interests of this service if the preparation of these steamers is placed under our immediate direction.

We can make immediate use of them.

Our enlistments progress wonderfully, as the reports will show.

Will you please give the accompanying letter to Mr. Grimes its right direction.

My health is completely restored.

Yours, Yours truly,

C. H. DAVIS

Hon. G. V. Fox,
Assist, Sec'y of the Navy,
Washington, D. C.

[G. V. FOX TO C. H. DAVIS]

Private

Navy Department
September 9, 1862

Dear Davis:

Did the rebels get my letter to you after the Ram Arkansas affair? You did not answer it. When do you propose to come on, or do you wish to stay through the

winter. I could wish you might give them one more drubbing, so the Admiral affair would have no carpers though if I only consulted my own wishes it would be to have you here. Phelps is trying for the command in case you leave. However great his merit, it will not do. I am in favor of passing down the list for a good man in an important command as you know, but for oversloughing even one good officer to reach him we should ignore the whole list. Check his ambition, it is selfish, after his opposition to those fine officers who have come back, and fought in an inferior capacity, and their claims ignored, at a time when the cause and the country suffers for educated officers. I wish you would hurry on the papers you promised in W. D. Porter's case, and he can go before the retiring board. Eben lost the Sumpter under extraordinary circumstances and Porter gave him permission to come home, no trial, no inquiry, nothing.

We have told Farragut to consider those vessels his, until they can join you. Porter cannot be left in charge.

We wish your organization to assimilate to the Navy in rank, pay &c &c according to the new grades and regulations sent you. I suppose of course Pilots will be an outside matter with their pay, as is customary on the river. Bridge has got your matter all arranged as agreed upon, and the papers go out at once.

Wise does not want to be Navy Agent and have to give up the Quartermaster's app't, so one of our best Paymasters, Boggs will join you. There are legal difficulties about Wise holding both appointments. Considering all things I would advise that you remain until after Congress meets, what do you say? We want you here, but *I* want to make you an Admiral. Victories only make Admirals. You have had enough, but I do not wish to run any risks in your case.

Very truly &c. G. V. Fox

[C. H. DAVIS TO G. V. FOX]

Flag Ship Eastport,
Above Helena, Sept. 15, '62.

Dear Fox:

I received yesterday your kind letter of the 9th, for which I owe you a thousand thanks. I agree with you so entirely in all you say about myself that I had made up my mind, as I told Paymaster Dunn to say to you, to remain here till Vicksburg was taken, and I could carry the flag to New Orleans, and prepare an expedition for the Red River, ready to move up when the rise takes place. I had perhaps better stay till Congress meets, and the Admiral affair is settled. I am grateful to you, and Mr. Welles for your good wishes, and you need no assurance that I wish to be made an Admiral as heartily as you can desire to make me one. That is the only real resting place, for a Navy officer, on this side of the grave.

But I should like to take advantage of this period of comparative repose, before Vicksburg is taken, to run North for a fortnight or three weeks. Since my sickness in Cairo, I have had a relapse, (consequent upon a *slight* exposure), which took the form of chills and fever; and since that I have been still further encouraged by a touch of the remaining endemic of the climate, diarrhea. To have a bilious intermittent fever first, and a fortnight afterwards chills and fever, and a fortnight after that cholera morbus, or diarrhea, all this tends to make one whimsical and nervous. When the Dr. came to see me this morning, I said to him—What next? *He* thinks I require a change. At the same time, I would not accept a leave of absence, if

there were anything of importance going on: neither would I apply for one officially—that is, I would not worry the Department on the subject.

I have made Paymaster Dunn my Plenipotentiary; and you will see that the accounts of the soldiers of the Fleet could never be settled without his explanations on the spot. I have taken advantage of his going to Washington, to explain to you my views on the assimilation, according to the new grades and regulations.

There is one matter in which I take a strong interest, and about which I wish to engage *your* interest. Do you remember a gentleman by the name of Gilman, (Wm H.) who—then a member of the house of Wetmore & Co.—was a passenger with you in the Plymouth when you were Master. His brother, Mr. Ives Gilman Bates, came to see you about him in July last—(or about that time). He is the acting assistant Paymaster of this vessel by my appointment, and an old family friend, and I am eager to have him retained—by an appointment from the Department if necessary. Bridge writes as if all the old acting assistant paymasters were to be removed. There are, as Mr. Dunn will tell you, many excellent worthy men among them, and they are chiefly from the *West*. With my best respects and regards to Mr. Welles,

Faithfully Yours.
C. H. DAVIS

Please remember me kindly to Mrs. Fox.

[G. V. FOX TO C. H. DAVIS]

Private

Navy Department
September 22 1862

Dear Davis:

I have your note of the 15th inst. The Sec'y thinks you better come on, so you will be detached on the arrival of your relief Com^r D. D. Porter, and ordered to Washington, after two or three weeks leave. Please make the recommendations for appointments which are to be made on the 1st Octo, and which no one can make but yourself.

You will probably be relieved at Cairo about the 10th. Porter will be ordered to report on that date.

Very truly yours
G. V. Fox.

[C. H. DAVIS TO G. V. FOX]

Private

Naval Depot
Cairo, Sept. 28, 1862

Dear Fox,

There is one subject upon which I have long had it in my mind to speak to you. The transfer of the Flotilla from the Army to the Navy offers the proper occasion for introducing this subject, and I shall enter into it without further preface.

Commodore Foote will tell you, that during the early

period of the outfit of the Flotilla, he received such valuable, and indeed indispensable, assistance from Commodore Pennock in all that related to the details of preparation, to equipment, and to the repair of injured vessels, that he found it absolutely necessary to place him here in charge of what may be regarded as the station and yard, where he has remained most industriously employed in the business of the lower fleet, and in that of the upper fleet in the Ohio, Tennessee, &c, of the last of which he has always had the immediate direction and control—expressly assigned to him by Admiral Foote, and afterwards confirmed by myself.

I cannot use any language too strong to convey a just idea of Capt. Pennock's private and official merit. He is devoted to all his duties, with a simple, honest, straightforward zeal, which gives to the performance of them the zest of pleasure. He is possessed of a high order of administrative ability, which adapts him peculiarly for a Bureau or Station. He is a practical officer, with great versatility of talent and a fund of resources which have proved eminently useful in the novel situation in which he has been placed. And I conscientiously believe that there is not an officer in the Navy who has devoted himself more disinterestedly to the success of the great cause we have in hand. The best witness of the latter is the great sacrifice of family and pecuniary considerations which he was required to make, at the outbreak of the rebellion, and which he did not hesitate to make in obedience to his principles of loyalty and patriotism.

It has been my wish and intention, at the proper time, to propose to you to make him Commandant of this Naval Station which you are about establishing at Cairo. Foote, I know, would concur with me in this proposition. I do not put it in the form of a recom-

mendation, or of a request, because the case is one concerning which you will form your own judgment and come to your own independent conclusion. I think, however, I may say that in making this proposition, I am consulting the interests of and welfare of a clever officer in a manner that will not be thought incompatible with the usages and sentiments of the Department.

I take the pen in my own hand to say that I have received your letter of the 19th, (private), telling me that Porter will be here on the 10th proximo to relieve me. I make it my rule to be always contented with the views and wishes of the Department concerning myself; and shall meet my relief with pleasure.

In the meantime, I am as busy as the Devil in a gale of wind, making the transfer,—to further which I have come up here.

You must have patience, and expect that, now and then, there will be a dropped stitch to pick up. But I will leave as little to be corrected hereafter, as possible.

Always, Yours truly,

C. H. DAVIS.

[G. V. FOX TO C. H. DAVIS]

Unofficial

Navy Department
October 2d 1862

Dear Davis:

I have your letter of the 28 ult. Porter will be at Cairo on the 12th inst. You have acted well your part, and I think we can pull you through. You have a grand opportunity to make this bureau what it ought

to be, a credit to the Navy, and useful to the whole mercantile community. Your detachment went today, giving you leave from the 12th, to the 15 of Nov. I have seen Meigs about the transfer of the rams, and will endeavor to have it as you wish. Pennock can be ordered to command the Cairo Station if he wishes, subject of course to the commander of the squadron, or any other duty east, or at sea if he prefers it. I wish you and I could get a house together here, but I am afraid you came on too late to arrange it. DuPont pays us a flying visit tomorrow.

Very truly &c,
G. V. Fox.

CORRESPONDENCE
BETWEEN REAR-ADMIRAL PORTER AND ASSISTANT SECRETARY FOX
1861–1864

ADMIRAL DAVID DIXON PORTER, U.S.N.

Born, Chester, Pa., June 8, 1813
Died, Washington, D. C., February 13, 1891

February	2, 1829	Appointed Midshipman.
	1830	*Constellation,* Mediterranean Squadron.
	1833–34	*United States,* Mediterranean Squadron.
	1835	*Delaware,* Mediterranean Squadron.
June	4, 1836	Passed Midshipman.
	1837–40	Coast Survey duty.
February	27, 1841	Lieutenant.
	1843–45	*Congress,* Mediterranean Squadron.
	1846	Naval Observatory.
	1847	Home Squadron. Present at two attacks on Vera Cruz, one at Tuspan and one at Tabasco, and participated in land attack at Tamultec.
	1848–49	Coast Survey.
	1851–53	Commanding Pacific Mail Steamer *Georgia.*
	1855–57	Commanding Store Ship *Supply.*
	1858–60	Navy Yard, Portsmouth, N. H.
April,	1861	*Powhatan* for Fort Pickens.
	1861–62	Command of Mortar Flotilla.
	1862–63	Command of Mississippi Squadron.
July	4, 1863	Rear-Admiral.
	1864	Command of North Atlantic Blockading Squadron. Captured Fort Fisher.
August,	1865–68	Superintendent Naval Academy.
July	25, 1866	Vice-Admiral.
	1869–91	Navy Department.
August	15, 1870	Admiral.

David Dixon Porter

ADMIRAL UNITED STATES NAVY 1870

ENGRAVED FROM A PORTRAIT AS REAR-ADMIRAL

TAKEN IN 1864



[D. D. PORTER TO G. V. FOX]

U. S. Steam Sloop Powhatan
S. W. Pass, Mississippi River
July 5th, 1861.

My dear Fox—

It is very well to say, "take a fort"—! You recollect the story of the man who told his son "to take a wife"? "Whose wife shall I take, Daddy,?" he replied. So I say whose fort shall *I take?*— I think the safest fort to take would be Fort Pickens, now in possession of Colonel Brown, or the fort on "Ship Island" which is unoccupied and could be taken by a three foot drummer, and a one foot fifer; or some of the other forts where they keep all the Navy to help take care of them. As to the *Commission* business promised to the individual who does take a fort, I think it better to wait until I get the one which has been due me for *five* years. After I get that, it will do to try and earn another one, for it might be handed me as a reward for taking Somebody's Fort. A man don't associate down here with alligators, sand flies, mosquitoes and rattlesnakes for nothing, he soon gets his eye teeth, and gets wide awake—take a fort indeed!

I don't think it likely that any body will take anything down here unless it is the fever or the Scurvy. How can it be otherwise, when there is no Ice or lemon juice; whoever sends us Ice and lemon juice shall have a Fort sent to him.

One month have I been anchored here expecting some small vessels to come and help block up the small

passes; I might as well be in Siberia. I never hear anything from the flag. I am told there is one out here but I believe he is a myth— Engine is broken down for a time and I can't chase or be chased— I shall be all right again in a week, barring 25 holes in the boilers, a split in the steam chimney all round, caving in of the smoke stack, bursting up of condensers and a general state of decayitiveness. Still we are good enough for the Secession Navy in these parts, even though our guns are not rifled and we have no great range. Whenever we see one of the enemy coming down (now that we have no steam up), we get long Tom at an elevation of 18 degrees, wedge up the carriage, and let fly with a 15 second shell—

"Bombs bursting in air, and the rockets red glare
Show the "Ivy" and "Sumpter" that our ship is
still here,

and the way they haul up the River is a caution— I tried a cutting out expedition a few nights since, but they got off by the skin of their teeth, and I suppose from the speed with which they went up the river that they are still going, for they have not been seen in these parts since— I have written a long letter to the Flag Officer pointing out to him the *advantages* of coming down here and operating in a manner that will produce results, but I have no great opinion of flag officers generally, especially after they have arrived at the age of one hundred years, it is time then for the government to take care of them and dont let them go abroad, where they eat Uncle Sam's rations without any adequate return.

How do the rifled guns come on about which I wrote you? All the old fashioned guns are a perfect *farce* ("now a days") compared to them; no ship has any

business at sea now without a battery of rifled guns— I have a small six-pounder Dahlgren rifled gun which I came by surreptitiously, and I can put it in our launch, go inside the bar, and drive this ship from her anchorage in half an hour, without receiving any damage to the launch. If we were only going to fight these secessionists as they are at present organized, any guns would do; they are fighting now with halters about their necks, and a man under such circumstances would be looking at the yard arm instead of at his gun sight; it would make him shaky—but if circumstances should arise (and who can tell) which would involve us in difficulties, we would be no where with our present style of Armament— I went on board a small English screw sloop the other day (the Jason) and with her one Armstrong gun (which some folks say is a failure, but which I say is not) she would whip the largest ship in the Navy out of her boots, or more properly speaking, her pumps, as ships don't wear boots. The point blank range of this Armstrong gun is 1½ miles which settles the question, for none of our guns will more than reach that with the greatest elevation— The little Dahlgren rifled gun I have, has a point blank range of one mile nearly. I have written to Dahlgren, and I suppose without any ones writing he would go in the right way, only he ought not to be hampered in any way *provided he goes ahead* on *rifled guns*— Pity the will did not exist in our country to put people at the *head* of Departments when they are competent instead of putting some addled brain fellow over them— Think of Ingraham presiding over the Bureau of Ordnance for so many years, his mind not so large as that of a cat, and the poor little traitor doing all he could to hamper what little Navy we had— Peace be to his manes, if as I hear he is dead.

I see by the papers that Lenthal, Chief Naval Constructor has issued bids for building the New Steamers. I dont wish to do any man an injury, and when I do it, I do it openly and dont care the snap of my finger who knows it. That man Lenthal has been an incubus upon the Navy for the last ten years. I see that even the newspapers are down on him for receiving bids without accepting of the latest improvements in model, machinery, invulnerability &cc. Now this man Lenthal is a creature of Mallory; Mallory *got* him there, Mallory kept him there in spite of all his miserable doings. Mallory and Lenthal had their heads together months before these difficulties took place, and they were plotting at that time to throw as much of the Navy as possible into the hands of traitors— When it was proposed to Lenthal to have the Merrimac towed up from Norfolk, he said it was impossible to move her, and he delayed the work on her and kept her in such a condition that she fell into the hands of those who felt certain of her from the first— Jeff Davis, who got it into his head that I was a sort of secessioner, made a remark in my presence one day, "that he would have voted against all appropriations for small vessels, had not Mr. Mallory taken precautions that they should draw too much water for Southern ports, and likewise the large ships were provided for, having been built purposely larger than it was first intended, so that their machinery would be almost useless to them"—no more was said, but a wink to a blind horse is as good as a kick, is it not all so?— If any one will go into an investigation of those matters, he will find that there has been a regular system in the Bureau of Construction to embarrass the Navy, when the time should come for action— Lenthal was moving heaven and earth to have Navy Yards put under the control of Constructors, and get the Navy

officers put out, for his own ends and those of traitors,— not that Navy Officers have proved themselves very honest throughout this affair, but then who ever dreamed of such a thing as an officer's turning traitor to his flag, and shipping under an emblem which puts me in mind of a nigger flag altogether— You will find that ships which were reported to the Department as ready for sea, were in no readiness at all— Steamers were sent out without condensers, knowing how they would be hampered, without the means of getting water— Most of our large vessels assembled at Norfolk on the plea that there was no room for them in other places—the largest portion of Naval Ordnance lost to the Government by this act— I talk or write to you now as a man with the right nerve, one who loves his country, and don't mind taking a step in the right direction— Get Delano, now at New York, put in the Bureau (and you can do it) and every thing will go right. He is a man of the right stripe and true to his flag— And then too we are hampered with that little fellow Isherwood, who will take all the signs in Algebra to prove how many ten penny nails it will take to shingle a bird's nest, who will bring out more equations to prove that a pound of water can be so expanded that it will make a ship go 25 miles an hour, and yet can't make an engine— He was Engineer with me 9 months. I took him out of the engine room for incapacity, he may have improved since—pity that a country like ours with so much talent in it, cant produce better results in the Navy.

Cant you send us some Midshipmen if we are not ordered home or dont go to the bottom?— We have neither Midshipmen nor Mates, and the Lieutenants have to do that duty—it affects the discipline— Hurry

up your small steamers that will run on the grass in the dew— I want a private one of my own.

I will let you know when I take a fort. I have my eye on one now, but I must get my Commander's Commission first, and then I will look out for the next peg— "fool who with Corn dough" as the darkies say "down Souf"—take this home and read it Sunday night when you have nothing to do— If you will carry out all the recommendations I have made to you and Meigs we wont want for much in this squadron— Get an order from the head (if there is one) to the Ordnance Bureau for sending *solid* shot out for every gun in the Navy— "Vide" Porter's Report on ordnance matters now in the Ordnance Department, never acted on, and likely never read— Ingraham was not going to put solid shot in ships that were to fight the Southern Forts—not a bit of it. Let us have solid shot and I will talk to you about taking that Fort. You are not expected to answer this, as you have not the time.

Do tell us (for every one is anxious to know) how it is that the rum sucking, good for nothing retired party are being placed in such good commands and positions—has not injury enough been inflicted on the Navy by those individuals, but that they must be put into all the vacant first Lieutenantcies, when a Captain has to hold his own all the time if he dont want to swill the rum? If they would get drunk out and out it would be all right for you could put them below, but when they have a chronic drunk on them from the time they come on board until they leave, not having seen them sober you cant prove whether they were drunk or not.

Heap leaves me I am sorry to say the first opportunity, Mr. Wilson having reported for duty— Make much of Heap, you will soon find out his usefulness—

he is a host in that Department— I hope he may do something better.

I have just sent up the River and had taken down all the light house apparatus, the boat brings back pleasant news. The Sumpter (Raphael Semmes, Captain) passed out Pass à l'Outre on the 30th of June, the Brooklyn being too far off to stop her, and not being able to catch her, after she did go after her, fired three or four shots and the Sumpter laughed at her— Had my representations been listened to from the first, no vessels would have been captured at this river by the quasi Privateers, no provisions would have gone into Pensacola, but stores and vessels to the amount of $400,000 been ours and Bragg's Army would have been starved out— I have written and talked to no purpose— Talk of lukewarmness in Adams,—it is worse here now and this blockade is the greatest farce on earth, and I tell you that if the U. S. is going to employ worn out men without brains, merely because they hold a certain position, why, they will get rich of it. The Sumpter will soon be in Aspinwall and where will your California gold be then? Well I wish the country well rid of her troubles and old foggies.

Yours very truly,

DAVID D. PORTER

Gustavus V. Fox
Chief Clerk
U. S. Navy Dept.
Washington City.

[D. D. PORTER TO G. V. FOX]

U. S. Steam Sloop Powhatan
S. W. Pass, Mississippi River
July 14th 1861

My dear Fox—

I enclose a letter for my wife; will you please forward it? I cant get letters to her.

This is a short letter, compared to *some* I have written, but I have something to ask in this. A board once met to draw up station bills for the Navy, they are complete, will you do the Navy a service by having them issued to ships, it is dreadful going to sea now and waiting over a month before you can get your crew stationed, and badly stationed at that. I send you a slip cut out of a New Orleans paper— Comment is unnecessary— I deem it my duty to have it laid before the Secretary of the Navy, the person who wrote it, is equal to the act of doing an injury to the ship he *commands,* in the hope of ingratiating himself with Southern people— I hope the department will take proper steps to prevent such a thing, though I presume by this time the government have learned the way to *deal* with such double faced traitors, the wisdom of that retiring board in their decisions seems like something more than human, pity it is that any one of the victims were ever placed in a position to disgrace their Country and their connexions.

E pluribus Unum. Yours truly
DAVID D. PORTER

Gustavus V. Fox
Chief Clerk
Navy Department
Washington, D. C.

Enclosure

[Newspaper clipping]

"TRUE TO THE OLD BLOOD.—Whilst D. Henry Porter is giving his services to the cause of the enemies of his gallant and heroic father—the famous old Commodore, who was so much idolized in this community—and in command of a Lincoln ship off our coast is acquiring eternal infamy by his depredations upon the property of his father's old friends, his brother, W. D. Porter, and his gallant son have espoused the cause of the South. It is with great pleasure we publish the following communication, which we find in the Norfolk Day Book:

Norfolk, Va., June 19, 1861.

"'To the Editor of the Day Book:

"'Sir—Some months ago, I received the enclosed letter from my father, who is at present in the Federal service, but is daily expected home.

"'Thinking that some of his strong Southern friends may think that he intends remaining with the barbarians, I give freely his letter for publication.

"'And believe me to be, your most obedient,

"'WILLIAM D. PORTER, JR.,

"'Second Lieut. of the Confederate Army.'

U. S. Ship St. Mary's

"Panama, N. G., March 28, 1861

"My Dear Son—You have now arrived at the age of manhood, and truly you have shown to me all that a father desires of a son.

"Your letter, dated February 20, 1861, has given me

more pleasure and happiness than any other act of your life. You have commenced a new life in a noble way. I give myself to my country's cause; God grant that you have.

"Now, my son, remember that your grandfather fought for what you are now fighting for; that is, free trade and equal rights. Remember that you are from a brave family—a family that were never known to flinch from a cannon ball or turn their backs upon an enemy. I will soon be home, and the few years that are left me shall be given to the wronged South. I regret to hear that your uncle Henry is with the North; but you know the old adage says, "Birds of a feather flock together." He has degraded himself by whiskey, consequently, he is better there than with us. Give my love to all.

"May the hand of the Almighty guide you in battle, is the prayer of your affectionate father.

WM. D. PORTER,
Comd'g U. S. ship St. Mary's, Panama, N. G."

[D. D. PORTER TO G. V. FOX]

Hampton Roads, Feb. 17th, 1862.

Dear Fox:

I have been talking with Mr. Loring (Engineer of the Minnesota) who examined into the state of the Miami when she came in here. He tells me that the trouble was "in the bridge in the furnace being too low," the firemen threw the coal too far back *over* the bridge, and stopped up the flue (which is a drop flue) which explains the reason why steam could not be kept up—that is easily remedied in the "Octorara"; they

could not bank fires without danger of stopping up the flues unless the bridge is raised. Another reason why they could not carry steam was, they carried the water *too high* in the boilers, the gauges being set wrong and not being able to ascertain the water level— Mr. Loring got nine knots out of the "Miami" carrying the water 6 inches above the flues, which gave good room for *steam-head;* to a fresh breeze though they only got 5 knots. He thinks they will be able to average 8 knots carrying 22 pounds of steam which though not clipper, will do on a pinch. I think the "Octorara" will do better than this, if the alterations are made.

The "Miami" *hangs* on the centre, but she has slide valves; the "Octorara" has poppet valves and I am in hopes she will do better. She should also reverse quicker, in which the "Miami" is very slow. Loring thinks on the whole that the engine is not a bad one, and will work better in time. He thinks some of the difficulty lay with the Engineer who did not *think fast enough.* The hull of the vessel is strong. She rolls so badly that you can scarcely stand, and won't steer at all. She "beat out" of this harbor, when she left. I hope my craft won't do so. I have great faith in Delano's models. We sail as soon as the weather breaks up. The Harriett got a shot through her wheel passing the batteries, but it could not be helped and won't detain her. We passed two batteries in a very thick snowstorm, which held up as we got abreast of the last battery. It was good practice.

I hope the Harriett may soon return it with interest. There is no doubt but that the Merrimac *will* be out this week. She is a success as far as 5 knots— If Ericsson could stop in here and destroy her, it would be a heavy lick at them. Some of the mortar boats have

arrived at Key West. I don't know how many, nearly half I think.

With my best wishes, I remain

Truly yours,

G. V. Fox,
Asst. Sec. of the Navy.

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

U. S. Steamer Harriet Lane
Ship Island
March 11th, 1862

Dear Fox:

I think I can hear you say, here comes Porter again with one of his long winded letters, but our good Secretary (Mr. Welles) told me he would be pleased to hear from me, and as your eyes are younger than his, I must make you the recipient of my scrawl. You know too that I always give you intelligence that may be useful, at least such is my desire.

I left Key West on Thursday last with the Mortar Fleet all in prime order, and came in ahead of them to pick out an anchorage; they should all be in here tomorrow evening, they have had a strong fair wind for three days. Farragut is not ready for us yet, and I am in hopes the Ferry boats will all be here before we make a move; if we do not get them we shall have trouble.

We had a nice run down in the "Lane" about seven days *running* time from the Hampton Roads to this place; let me say of this vessel, she is the best craft we have in the Navy of her size. She carries her battery beautifully, and is the steadiest vessel I have ever

steamed on; in a heavy sea way, she would not move a gun if it was cast loose and left to itself, and I have not seen her roll enough to have racks on the table though we have had some very rough weather. In a sea way she could whip any two of those miserable apologies for gun boats, which Lenthal so prides himself on. I have sailed in company with one of them (the Owasco) and I must say I never saw such a beast, she actually rolled the green seas over her waist netting; and in getting up an anchor the men could not stand up at the bars; the most she can steam is seven knots, and with a topgallant breeze she can't go at all. In a moderate sea they cannot cast the guns loose, and these vessels disgust all who are on board. In smooth water they do fairly and nothing more. I hope to heaven the Navy may never have any more of them.

I recommend that every one of them have bilge keels put on them four feet below the light draft water line, said keels to extend 60 feet along the side, and to be one foot deep; this will cure them of rolling effectually. Now if we are going to have more gun boats, I will give you a basis to go on; the Harriet Lane just as she is, only lengthened 25 feet—battery two eleven inch pivots, and 2 nine inch guns, one Pivot rifle 50 pounds. *Ericsson Engines,* and 100 horse power more than at present, (or more if you like,) that would be a gun boat, that would be worth something. I do profess to know something about steamships and engines, for no one has had more experience in the matter than I have had.

I have no prejudices against people, but when I see failure after failure, I must say the authors ought to be rooted out. I am just going to get under way and tow the Pinola into port, broken down; two others of the same kidney are in here in the same condition. Poor

Farragut will soon have nothing to go ahead with; the Navy could not stand this long and there will be an outcry about it before the war is over. I send you an extract from Guest's report to me.

"After passing Cape Hatteras I overhauled all sails that I saw when the weather would permit. My being on any other course than by the wind, the Owasco rolls so, in any sea way, that one is obliged to be careful in her management. Once in chasing a schooner off the wind, she rolled her waist nettings under, both sides, filling the gangways with water, drawing the bolts to which the main and main topmast stays set up, and parting all the smoke funnel guys, so that for a time the main mast and funnel were in imminent danger.

I brought her to the wind and made all secure, and continued the chase of the schooner which proved to be a legal trader under the English Colors. . . ."

Crosby has just been telling me his experience, which is doleful; and Howell in the Tahoma is disgusted with all creation. No one will grumble at such vessels as the Harriet Lane lengthened, and built as I proposed, *provided* they are constructed by men who understand their business, and have scientific Engineers to draft and superintend their Engines. Here are a lot of little schooners with batteries weighing 38–500 pounds in them that have come out here almost as quick as these steamers, with but one accident and not a complaint. I think they will beat the gun boats yet in a fight, they can certainly run away from them in anything like a breeze. Dupont and I had an argument about the merits of the gun boats, but then he never saw them rolling green seas over them as I did.

Now *that* growl is ended, let me say something about Coal. When I got into Key West there was 95 tons on hand, which we took for the H. Lane. A Schooner

with 300 tons on board came in and it was gobbled up before you could say Jack Robinson. When I left there, there was none. What will the Ferry boats do when they get there? Here there is not a pound belonging to the Navy. Alden is filling up from the Quarter Master's Department. Is it right that so material an article as coal, should be scarce at a time when the most important move of the war is about to be made; it will be a blessing to the Country when the coal arrangements are placed in a "bureau of equipment" under a competent man. I mean a good deal in saying that, tho' I don't speak as plain as usual. Speaking of the coal arrangements in Key West, do you remember a man I eulogized by the name of Patterson, who had charge there? who was worth his weight in gold, who never (so it was said) made any returns but always had a good supply of Coal on hand; who was removed to make room for a drunken Paymaster, who *does* make returns, and *never* has any coal on hand, and offers no facilities for putting it on board, who had the "Mania Potu" all the time I was in Key West, and left his work to be done by a smart assistant, Philbrick —Patterson was picked up at once by the army at a higher salary, and we in the Navy lost a deal of time in coaling in consequence of his removal. A smart Naval officer at Key West to help vessels through when they go there, would be a great improvement— Farragut has gone to the Passes, and some of the ships are here stripping for a fight, but go to work very much like a man who is stripping to jump into an ice bath. They have tried "Pass à l'Outre" and can't get through. I think they will find all the water at South Pass.

Farragut is zealous (they say) and will try to get them all over if he bursts his boiler, but I don't think they will lighten the ships much by merely scraping the

outside paint blisters off. Now about blockading. We captured a prize coming down, off "St. Augustine," the passengers say that vessels lie twenty-five miles *off* the land, wait for an *Easterly* wind, and then run in; they come out when they please, and generally make three successful trips before they are taken. We saw *but one* blockading vessel all the way down the Coast, tho' we ran the coast on the packet route. The one we saw did not deign to notice us, a bark off cape Roman.

The following is the price of provisions in Charleston. Sugar 30 cents per pound, tea, $3.00, Coffee, $1.75, Soap 50 cts., common Cigars 60 dollars a thousand, Beef 25 cts., butter $1.00, Lard 60 cts, rice cheap, Cotton pie ditto. Won't the Navy officers live like fighting cocks on their pay? One poor friend of mine (Hartsten) on the strength of it all, is in a mad house a raving maniac, while Farragut is firing up. I am going to try tomorrow and get into Lake Pontchartrain with the Harriet and some of the Mortars, from whence we have 15 feet up to the City of New Orleans. I have a Creole pilot who says he can take us there, and that we will find plenty of Union folks—he has seen the rope that is to hang him if he fools me. I send you (to relieve your leisure hours) a Capital letter from one "Will" to one "Dora," I got out of a "Sesesh" pea jacket. "Will" will be disappointed when he hears that the "Yanks" are on their legs again. Beauregard is in New Orleans, so he was in Tennessee but had to leave. They have a very heavy raft and three chains across the Mississippi one mile below the forts, I trust we will find means to break it.

I have written as much as you will find time to read. Hoping soon to give you some cheering news, I remain sincerely and truly yours,

G. V. Fox, Esq. DAVID D. PORTER

We have lost or broken in the Flotilla, eight sixteen-hundred pound anchors, and parts of chain; they seem to be worthless; will you have sent out here to me 8 anchors and chains, we may want them yet, it is well to be provided.

While writing this letter, 19 of the mortar fleet have come in and anchored, the other two will be in soon. Wind still blowing fair.

[D. D. PORTER TO G. V. FOX]

Private and Confidential

U. S. Steamer Harriet Lane
S. W. Pass. Miss. River, Mch 28th, '62.

Dear Fox:

Yours of the 24th has been received and I hasten to answer it, though I don't know when an opportunity will offer to send my letter. If as you suppose there is any want of the proper qualities in the Flag Officer it is too late now to rectify the mistake; but as yet I see no reason why he should not be competent to do all that is expected of him. I never thought Farragut a Nelson, or a Collingwood; I only consider him the best of his rank and so consider him still; but men of his age in a seafaring life are not fit for the command of important enterprises, they lack the vigor of youth and the practice heretofore prevailing in our Navy of spending half one's life on shore, is not calculated to instruct men in all those matters which pertain to our profession. I will write to you freely and candidly, for with you I think that all personal considerations should give way to the welfare of our country, and if I see anything that militates against the success of our arms I should con-

sider it my bounden duty to expose it even if it affected my dearest friend. I know you and the Secretary will feel chagrined when I tell you that the Mississippi is still on the bar, and likewise the Pensacola; the former half a mile inside, and the latter hanging to two of the Mortar Steamers waiting her chance. The moment the ships hove in sight I went down with the steamers to pilot and haul them over. Alden succeeded in getting over, and I piloted him up to the anchorage inside; the Mississippi was harder to manage, but the "Harriet Lane," "Westfield," "Clifton" and "Pinola" hauled her through the mud, and got such headway on her (she using her wheels very improperly) that she stuck fast in the mud by taking a sheer. We will, I hope get her through and I would answer for it if my advice was promptly taken. I brought the Pensacola in across the worst place and left her there for the night; next day she was riding nicely afloat ready to start, and I put the Clifton ahead of her to keep her strait, but no, they wanted no assistance! "They could go it alone!" though I told them it was impossible to get in without a steamer ahead.

The fool of a first Lt. and a very ignorant and gassy Pilot, who never cast a lead, overshadow the *old* Captain and if they don't get in they will have no one to blame but themselves. Neither skill nor energy has been displayed in the management of that vessel; there are too many "can't do this" and "can't do that" to expect much from her.

They evidently don't want to be indebted to anyone for getting into the River.

In the mean time we are hauling the gun boats out of the mud, which got there for the want of common intelligence. I really don't know where the officers have been brought up, they go wandering about here

as if this river was deep all over. It is vexatious but we make the best of it. The two ferry boats are invincible, and Baldwin and Renshaw are splendid; those two fellows are untiring, and get little thanks at that, because they can't do impossibilities. If we get the two big ships over tomorrow, we will be able to attend to our own affairs a little, which are getting behindhand.

You will not see New Orleans taken on the 20th nor by the 30th. I do not say that it will not be taken at all, for that is a matter no one can foretell. The obstacles are serious, and time has been lost, and a mistake of any kind may ruin us. I have not spoken six words to Farragut, so anxious have I been to get the ships over, and all my time has been spent on the bar. What his plans are I don't know, but he has promised to communicate them immediately. He talks very much at random at times, and rather underrates the difficulties before him, without fairly comprehending them. I know what they are and appreciate them, and as he is impressible hope to make him appreciate them also. Too much time has been lost in getting these ships ready; when I arrived at Ship Island, nothing had been done to lighten the ships. Alden alone was all ready. Selfridge who expected to leave on Smith's arrival was taking it quietly, nothing caring. Farragut had gone to "the passes," to get the Brooklyn and Hartford through. He erred in not requiring greater promptitude in his captains; they should have been allowed no opinion on the subject. It is very difficult for a man of his age finding himself commanding so large a force for the first time in his life (a Flag Officer) who would have done better, but I am free to say that this matter throughout has not been well managed. To be successful we must have young men in command, these young 1st Lieutenants out here should be commanding frig-

ates, then an elderly Flag Officer could get support. The rank now is so near alike that a Flag Officer has no force, and every old fogy out here is trying to play Commander if left a day by himself.

You mention in your letter to me that "17 of the 23 11-inch gun boats have been sent to Farragut." Where are they? The Kineo, Kenebec, Wissahickon, Winona, Owasco, Sciota and Pinola are here, and *no others.* "McKean" has *some* with him when he should not have one; there are a number of vessels I saw on your list that are not here, so Farragut is not so well off as you expected; still, we propose to make up deficiencies by taking out the Colorado's guns, and putting them in smaller vessels. I expect to put six nine-inch on the Miami, six on the Octorara if she gets here in time, the Westfield and Clifton will each carry four besides their present battery, and if we have a smooth time it can all be done in a day. If any other vessels of the right kind come they will be thankfully received.

I don't know whose fault it is, but we are *without coal.* The Mississippi put out her fires today having burnt her last pound, the Clifton has five tons, the Westfield ten, the Harriet 20, the Pensacola 20, *all* the gun boats short, and but for the Richmond to draw upon, and some I brought in the Mortar vessels, we should all have been at a standstill long ago. I think McKean is in a measure to blame for this, as Farragut could not know the wants of this squadron. It is true that a wise head would have provided against all contingencies, but as I said before I only considered Farragut the best of his rank, his administrative abilities are not of the first order. He sent a coal vessel here from Ship Island (she should have been towed) loaded with coal, but I fear she has been disabled in a heavy gale we had a few days ago. She only had 280 tons, we should have

had 1500 here in schooners that could cross the bar easily. We can't move without coal, and I fear that you will find my dispatches as discouraging as those of the Flag Officer. I tell you how things stand so that they can be rectified as regards future operations, for we have to take Mobile and Pensacola, and we should want for nothing. Had McKean possessed the brains of an ordinary man, he would have had coal, provisions, ammunition, and every other requisite here, even though he knew he was to be relieved the day after; I said a good word for him once for which I beg to apologize.

I have great hopes of the Mortars if all else fails. I have made some beautiful practice though only at short ranges, everything works well in the Flotilla, it is in fine order though I say it myself, for which I am mainly indebted to Smith, Queen and Breese; the gun practice is perfect.

The Miami is here, she is a perfect beast, I hear that the Octorara does better. I am collecting all the information I can on the 11 inch gun boats. The evidence against them is crushing, and yet the great defect (rolling) can be remedied by carrying out my recommendation in a former letter, to put the *bilge kelsons* on them just as I recommended; do try it no matter what Lenthall says. Try it on one; it is not a day's work and no delay can occur. I send you these letters because I do not want to see the Navy ruined by the introduction of any more such models, and I know you don't want to have any of the blame that may be attached to their construction. If any more are made like those we have, you will come in for a part of the censure.

I am pained to hear of the fatal calamity at Hampton Roads. I knew it would be so, and wrote hurriedly to

put you on your guard. I would have written more urgently but Van Brunt promised me not to treat the matter lightly, and urge the government to send down the "Monitor" at once to sink the Merrimac in the dock. Glorious little Monitor, she did her work as I said she would, and with her aid we will make up for our disgrace.

I know where she only failed, and that was in not having 13-inch guns. Do let her (or the next one) have them at any cost. Let the Government *buy* Ericsson at any price, and let him be the projector of every iron clad vessel that is to be built. There is a man with a genius not equaled in the country. Let him be our Engineer-in-chief, and name his own price. When one sees such a genius as that living in a hovel surrounded by the monuments of his art while "charlatans" are fattening on the crumbs from the public crib, it induces them to believe that in our country people obtain patents for ignorance and imbecility.

Three months ago I told McClellan this thing would happen, and urged him to take Norfolk. He said he "could take it at any time." Why did he not do it? I don't believe in our generals any more than I do in our old fogies of the Navy. At Ship Island, there are ten thousand men; when *we* are up the river with the *fleet,* every one of them can be cut up by the *Six Rebel gun boats* now in Lake Ponchartrain; not a defense have they put up; they depend upon the Navy; there are some nine-inch guns there lying in the sand, and there they will lie. Phelps is a crazy man; he should be relieved at once; however, let the army "paddle their own canoe."

I have written you a long letter and might have said the whole of it in fewer words. Don't be uneasy yet; though we are behind time, Farragut will bring up lee

way when we get the ships across. I hope yet to add a postscript saying that all is right. The Flag will be urged to move at once, the moment we get the bar clear of ships; there will be nothing to prevent it except want of coal, which is the great stumbling block.

I enclose you a letter from a lady in relation to a son of mine at the Academy, if you can find time to read it, and can make any arrangement not conflicting with the rules of the school, I should appreciate it; he is a fine boy, and would make the right kind of an officer though he is not at present strong enough to go through the killing process which boys are subjected to at the Academy. The good, quiet, studious and otherwise indifferent scholars get along through the school, and the Navy is full of officers without professional energy; I see it here every day; an old time midshipman was worth a dozen of them.

I would ask nothing better after this war is over than to have command of the Naval Academy, and get the right set of officers into the Navy. A new era should be instituted. We don't want "Miss Nancy's"—we want fearless dashing men; now we are raising up a host of enemies for the service from the number that fail to pass.

You will appreciate this long letter when I tell you that I have been on my feet, and around amongst the vessels since daylight, and it is now late at night. I am pretty tired.

With my best wishes, I remain

Yours very truly,

DAVID D. PORTER

P.S. If my son's health will not permit him to stay at the Academy, if you will appoint him a master's mate and let him come out here to me, the climate will build

him up; perhaps save his life; my children all fail at his age, they grow so tall. I had to get my oldest son exchanged to Key West on account of his health, and he is now quite well and hearty. He would have died but for that.

My store ship sailed from Ship Island 8 days ago, was caught in a gale and has not yet appeared, so with the vessel carrying Mississippi's guns; still she can get guns from the Colorado if she ever gets here. She should have been here a week ago. We propose taking her men and guns. She cannot cross the bar Lenthall was wrong in his calculations that she could be lightened to 18 feet, she draws 23 with little coal in. No more shells have come yet, there is a scarcity of ammunition. Wise will get a broadside from me if he don't hurry up my bombs; I have but 6000.

The Miami and Octorara would carry 2 XI inch and 4 IX inch and not feel it easily in smooth water. I don't know what they would do at sea.

[D. D. PORTER TO G. V. FOX]

U. S. Str. Westfield,
S. W. Pass., April 8th, 1862.

Dear Fox:

At last the Mississippi and the Pensacola are over the bar and up to Pilot town. The former I brought over four days ago, after the hardest work I ever had in my life, owing mostly to my not having entire control. The latter I got over the first time she was put in my hands, and after they had dismissed the pilots, Jones and Bodfish, who, it has long been apparent to everyone, were entirely unfit for the business. We have with our

steamers got everything through. Without us they would have been still at anchor, outside the bar. I got so disgusted at times, that I declared I would not go near one of them, but Sam Phillips Lee persuaded me to pocket my disgust, and take them in whether they would or not. An hour after I anchored the Pensacola, the Flag-officer told me he was all ready and waiting for me!! Good, that, was it not? Not coal enough on hand to move the ships, Mississippi and Pensacola entirely empty and the mortar steamers all out. I told him I was ready to start in *half an hour!* which was true, for we had a spanking fair wind up the river and the schooners all have sails. In all this business there have been but two officers, who have volunteered to assist us and their names should be known: Sam P. Lee and Crosby of the Pen'cola. The others seemed to think it a disagreeable duty to be avoided. Well, let them enjoy their comfort. As I told you before, there is no professional energy among the younger men here— I don't know when we are going to begin. Farragut could not do anything until the ships were over, and the ordnance ship is still to be lightened before she can pass the bar. It is a bad thing to send any kind of vessel here drawing over 14 feet, and a worse thing to put "all the eggs in one basket." The ordnance ship draws 19 feet.

I am told that the Octorara is detailed for other duty. If you could see how I am situated, I think you would send her here at once. My position is very unpleasant, and she has everything I have in the world on board. I have not slept in a bed since I left home; I have all kinds of writing to do, have no clerk, and have to go around and borrow one. I am in fact a loafer. Every man should have a little privacy at times, but I have not a place where I can retire to and shift my clothes

when wet. I can stand as much as any man, but if this can be rectified, I should be very much pleased. I should like too, to have my own ship, to set an example to others by her doings. The officers are kind and hospitable and I spend my time, first with one then with another, but it is anything but pleasant or agreeable. Recollect I have quite as much duty to perform as any flag-officer. Don't look upon this as grumbling— I could be more efficient, if differently situated. That is all I look at.

I wrote you a long letter in answer to one you wrote me asking me about the Flag-officer. You will get it by this mail. Again I say he is physically and mentally the best of his rank, except perhaps Dupont, Goldsborough and Foote. He is full of zeal and anxiety, but has no administrative qualities, wants stability, and loses too much time in talking. Everyone likes him personally. He is as brave as anyone, but is neither a Nelson nor a Collingwood. In his proceedings he will, he says, be governed by the councils of his officers. He should have adopted that plan the day he took command. Officers don't like to give their opinions unasked, it looks like presumption; but in this case, the Flag-officer would have been better posted up than he is now. I have given you as good an idea of him as I can. What you will make out of my opinion I have no idea, but rest assured, though of one thing, you cannot better the matter. You must do as I do, trust to luck and to that good Providence which protects the right cause. It has never deserted me yet, I hope it won't this time— If I can get all my shells here shortly, I think the game is ours. I am sorry that the "Russ" should have got ahead of you in his calculation, you are a month out. Put down the attack at the 20th of April. What the result will be remains to be seen.

Commander Emmons has detained the "Jackson" at Ship Island, to tow up some of Butler's vessels, when we are in great need of her to do our work. Commander Emmons, like the rest, is playing little Commodore. I was told today by the Flag-officer that the schooners would have to sail up! I see that we will have to depend on ourselves and hence the importance of not having any silly commander ordering about the vessels belonging to the Flotilla. The Flag-officer may order us where he pleases and I am ready to go. We have had some losses here and if you would order out here the following articles, I would be much obliged: 6 eight-oared boats; 10—7 in. hawsers; 8—sixteen hundred pound anchors, with chains. Another store ship filled up with all kinds of stores, I will enclose a list, our little store bark only carries about three weeks' provisions for the steamers and schooners. She can be kept running between this and Key West but if an accident happens to her, we will be in a bad box. 34598

I try to make my letters as short as possible, but there is so much to say and so many requirements, that it is not easy to do so.

Please see my requests carried out. They are necessary.

With best wishes I remain

Very truly yours,

G. V. Fox, Esq. DAVID D. PORTER

My advice would be (if asked) to put Sam Phillips Lee in the Pensacola, and let Newman have the "Oneida"; they are both entitled to the positions. Morris is a good soul, but the public service would be benefited by the change. I could take the Westfield until the Octorara comes out here and put Watson Smith in her afterwards.

[D. D. PORTER TO G. V. FOX]

Pensacola, May 10, 1862

Dear Fox:

You will notice in the latter part of my report the following remark—"I regret this clause in the Flag Officer's orders as it may prevent my getting hold of some Fort. I think my discretion might be trusted"—

I don't think the remark exactly shipshape as a man should obey orders and say nothing about it—will you oblige me by cutting it out—in another part I say I "urged the Flag Officer to go up in the ships"—though this is so, it won't do in a public despatch to say so. It looks as if I was trying to make capital which I am not in the habit of doing—let Farragut have all the credit he can get. I wrote my report hurriedly and did not notice the impropriety of the remarks until after it had gone, and it was too late to correct it—tho Farragut has been pleased to consider me an "*outsider*," and has not deigned to invite me to his public councils, I don't want to do anything that may look like pique—privately he has been confidential enough, had he not been he would now be blockading the mouth of the Mississippi. I shall take more Forts now than he will, having helped the army today to resume possession of all the forts in this bay. I am delighted with the Octorara, she is the easiest sea boat I ever was in. I never enjoyed so much comfort "over the left."

Yours very truly,

D. D. PORTER

[G. V. FOX TO D. D. PORTER]

Navy Department
May 13 1862

My dear Porter

We are all made very happy by the magnificent achievement of the fleet in the Mississippi. England has no such record, and the Navy (as I intended it should) has effected it all. The Octorara has finally gone. McClellan's sudden move to Old Point forced us to retain all the gun-boats, to assist him, though I knew what great inconvenience it must be to you. We design giving a vote of thanks to every Comg Officer of every vessel engaged, [Line missing from copy: Eds.] Flag Officer for a correct list, including all your commanders.

The great point now is to effect a junction up the river to Memphis, and then clean out the whole Gulf coast. Tell the Flag Officer to send me some trophy of each battle, a musket, spear, flag or something. I keep my Naval record hieroglyphically. My kind regards to all the heroes who have rendered the Navy secure in the hearts of the people.

Most truly yours
G. V. Fox

[G. V. FOX TO D. D. PORTER]

Navy Department
May 17 1862

Dear Porter:

Somebody has made a most serious blunder, in persuading the Flag Officer to go at Mobile instead of

obeying his instructions to go up the Mississippi river. We have sent out two steamers in all haste to require him to proceed at once, and cut off Beauregard who has but the line left viz. to Memphis.

Davis has repulsed the iron rams of the enemy, but they are going at him again, and if they should be successful, Halleck would have to fall back and we should lose St. Louis, Cairo and everything. It seems extraordinary how Farragut could have committed this terrible mistake [Copy faded: Eds.] be fatal to us in the West, though God seems to watch over our many blunders. Mobile and the whole Gulf will fall at any time, but the Mississippi is a golden opportunity that I fear is fast slipping through our fingers. How important to obey instructions predicated upon a knowledge of the whole ground. Most truly yours

G. V. Fox

[G. V. FOX TO D. D. PORTER]

Navy Department
May 22, 1862.

Comdr D. D. Porter
My dear Sir:

I have your's of May 10th. I see Farragut has gone up the river, and the Sec'y has delicately hinted to him in to-day's dispatch that he should let you fire away upon Fort Morgan, whilst he is doing the more important work of opening the Mississippi. We have sent out the Susquehanna, as the only vessel we have to spare. All the contractors have failed us by months. Grimes will call for all the reports in the Senate, and we will get them up in book form with maps in good shape, and send every officer one. Your speckled Fort

shall come in for a good share of Photograph. Davis and Halleck both need Farragut immediately. I hope he is not too late.

Truly yours,

G. V. Fox.

[D. D. PORTER TO G. V. FOX]

U. S. Steamer Octorara
Ship Island, May 24, 1862.

Dear Fox.

I tried to write you a few lines by the Baltic, but found it impossible to do so. I found myself up to my eyes in business; the Schooners to provision and send off, the Baltic to discharge, a number of Coal vessels coming in and the grand army here under "Temperance Dow," to put to bed and tuck in.

It is all very easy with a little system but then Farragut has not much of that, and has made no arrangements by which one could be guided,— He told me he would be here in two or three days, and I shall be astonished if I see him in as many weeks,— It was remarkable, his sending us off so hastily, but he has some advisers who have not been fortunate in the counsel they have offered heretofore, and will, I fear, delay matters longer than there is any justification for doing, I have heard so much harping on Rams, Chains, Blind rafts, Fire-Rafts, Torpedoes, and enemy's Forts, that I am quite sick of it, and long for the day when the farce is played out.

I am having a very good time here at Ship Island taking the world quietly and enjoying a little comfort on the Octorara.

She is a first rate vessel in port and Brown says she is the best sea boat he ever saw, she runs fairly in smooth water and carries her battery easily— She has, however, her defects. She is like a young baby,—she is making water all the time—*ten feet per day,* and it is nothing but pump, pump, from morning until night. We do not know the cause of the leak, but I presume it is either from her having been built in the winter, and is now shrinking or else her bottom blow arrangements leak. The blow pipe is a miserable affair,—like all the details of the machinery,— She is, however, a great improvement upon the *unfortunate* "Miami" which vessel is always in trouble. Harwell says she cannot steer, or cannot go any, but I have gone on board and steered her myself under very difficult circumstances, and she goes fast enough at times when she should not. I think that Harwell and Townsend both combined would not set the river on fire. They work hard enough, and harder than other people from not going at it the right way. I may be mistaken though.

Now we have Pensacola, why not transfer everything from this hole to that place? There are still some buildings left in the yard. The Smithery still stands the shears, a new building, good wharves, and pile drivers, and many more conveniences than exist here, to say nothing of its being a much better harbor.

This is a poor place comparatively no good water and there will be much sickness here—already there is much of that,— All the buildings they have put up here amount to nothing, and you can sell almost anything you have to the soldiers—they buy anything. There are two vessels loaded with coal coming here drawing 22 feet water, they cannot get in and I am going to send them to Pensacola, as I never expect to hear of Farragut again. I have an idea he will ground

on the bars of the Mississippi, and remain there for the rest of the season. He went up without good pilots in those large ships where gun boats was all he wanted. He went up at a high stage of the river, and if the water falls he is done for, and you may make up your mind to fit out a new squadron,— If you can get one up without having an old fogy in it, what a blessing it will be to the country. When I think of what a splendid thing we had of it here, I *collapse*. I proposed to leave the Mississippi and Pensacola at New Orleans, and make a dash right at Mobile with the rest of the ships. That would have finished the war in these parts, for as you have seen, Pensacola fell without a struggle,—they were demoralized here completely, and were expecting to give up. Their leaders, however, deluded the lower classes with the idea that Mobile is the "Thermopylae" of America, and that the Yankees will be wiped out there to a certainty. Morgan is a strong place but no way to be compared to Jackson. Ships can easily run by it at night, and the rebels now can have time to prevent them, if they have time to build a raft and block up the Channel, which they have leisure enough to do. *Then* we cannot pass, and "they will laugh at our beards." When the fleet comes, weeks will be lost in foolish discussions.

If you can order Bell home or set him to work at ordnance duty, it will help us along amazingly. He is pig-headed and slow and has a bad influence on Farragut, wanting to cover himself with glory gained by other peoples energy and intelligence,— He is universally disliked for putting himself in positions he is not entitled to fill, and for not attending to the duties of Fleet Captain, which he was sent out here to perform. I am partly doing his duties here now, and you will have a nice mess of it if the public property in and about

these parts is left to the fostering care of Bell in his capacity of Fleet Captain. I had a better opinion of his capacity before I saw him installed here. He is a straight-forward, honest kind of a fellow and that is all that can be said of him.

It is really astonishing how very little professional ability there is amongst a certain class of officers. It is the old stereotyped system which has broken our navy up. Fortunately for us, the same thing exists in "Secessia" only a little more so.

You cannot imagine the amount of inefficiency exhibited by the "Secesh," Navy Officers at Forts Jackson and St. Phillip. Had they done their rebel duty, and taken advantage of the means of offense at their command, another tale would have been told. They had every opportunity given them to prepare for the conflict. Old Hollins and Whittle who were at New Orleans, took good care to keep aloof and intrusted matters to a fool (Mitchel) and a dozen drunken fellows, who were half seas over from morning until night; I shake a little now when I think how near we came to being defeated. *One* days more delay and the game would have been blocked on us. They would have put the "Louisiana" in the only narrow channel where the Ships had to pass, and she could have sunk everything that came up unless we could have put some bombs through her. She was a most formidable vessel of over 4000 tons, and in every respect superior to the "Merrimac." Her battery was fearful (See her watch bill). You can imagine my disappointment when I saw her blow up, lying within 200 yards of me, and a few moments before we were discussing how nicely we would tow her down to Mobile and settle matters there.

Mitchel was too many for us, though he deserves hanging for his rascality. He was denounced by the

Secesh army officers for his conduct. I hope the government will take good care of him.

New Orleans falling seems to have made a stampede in "Secessia." You may put the rebellion down as "spavined," "broken-backed," and "wind-galled." The fight is all taken out of them down here, and you good people at home can go to work now cut down the Navy pay, and disrate us to your hearts content. You will soon have no use for us in this contest. The possession of the Forts by us will keep the Rebels straight. The Brigadier Generals will flourish when we are all forgotten. So let it be. It will take me ten years to rest and recover from the exhaustion caused by vexation of spirit, in the last year. My liver is completely turned upside down. My eyes are failing me and I want to go to roost— One more slap at the Rebels through Mobile and I will be satisfied, badly managed though it will be. And they will gain by the experience at Jackson and pile up sand bags as high as "Ossa upon Pelion."

They will just have time to finish their rams, of which they are building two, one will be finished next week, a smart craft she is at that.

Now that you have Norfolk you should send us the "Monitor." We will want her here. Bombs do the work finely in the long run, but when you cannot fire in the night here as we could and did in the Mississippi, we want something more— They will repair after dark all the damage done in the day time, especially if the system prevails that the heavy ships lay at their anchors and do not fire a shot until the Fort is beaten to pieces.

The first days firing from the mortars set fire to everything at Fort Jackson. They say it was a distressing scene, and from 3 o'clock until 11 at night not a gun

was fired from the Forts, the people from St. Phillip being sent over to Jackson to help put out the flames. What a time was that for the Ships to go ahead, but Bell had not made up his mind how the chains were to be cut, though that really clever man Krouhl, had matured all his plans, had his apparatus in my boats, and a dozen other boats to carry him through, and had as many gallant *young* men to back him; He was ignored as a charlatan—I presume I was also.

But to "return to our mutton." The defenses at Mobile are daily becoming stronger. The Guns stolen at Pensacola (while the Army officers were asleep) are being placed in good earth works all up the Bay. Obstructions are being sunk in the Channel which were quite clear a week since, and by a newspaper of yesterday I see that a large amount of shot and shell have arrived from Montgomery— I do not mind these things if the ships do not get ashore up the river, and the government are not obliged to fit out another squadron? We have 8000 shells, and that number will knock Morgan to pieces. When the Mortar vessels get through with that Fort it will be absolutely necessary for them to go north into dry-dock.

Those at Pensacola and New Orleans have all been destroyed. Orders should be ready for them.

Nearly all the mortar vessels are blockading off Mobile. In five days they captured 2 sloops loaded with cotton, and made a steamer throw overboard 45 bales, (which they picked up) and put a shot through her. Had not the "Owasco" broken down we would have captured her. The Schooners are all in good order yet, and will stand another good long fight if not two.

There is a great deal of grunting about promotions. It is a singular fact that not one has taken place during

this war except among the old fellows who were sent to Shelf. We have come to the conclusion that we are not in favor though the Navy has not yet met a defeat. John Bull understands these things better than we do—human nature is the same here as in England, and rewards as stimulating on this side of the water as on the other. You must have been tired seeing the officers (?) from the Bomb Squadron coming home. Had the drunken, worthless fellows in Farraguts squadron been treated as they deserved, you would have had a ship load. I only know *one* way of carrying on war and that is by exacting obedience; when I failed to get it I sent the drunken and disobedient home, as you said I must. The Flotilla is now in perfect discipline. No orders of mine are ever questioned, and all are happier for it. I was glad to see that the government was so prompt in dismissing those I sent home. They were unfit for the service.

That was a good cargo the Baltic brought down. Just what we wanted to set us on our legs again. He was a sensible fellow who sent out that list. There is a little of everything. I transferred it all to the two barks and the schooner sent out to carry ordnance for the mortar vessels and I got the Baltic off without a moments delay.

I am happy to say that I have caught Wise foul at last. We are short of projectiles for 100 pound Rifle, no doubt he has a good reason for it, but if he don't send 250 by the next Steamer, he need never expect *me* to laugh at any of his jokes, or read any more of his "tales to Marines."

I send you some letters I once spoke about, relating to those nasty Gun Boats—I know that you and I don't agree on that subject, and that you think me prejudiced against Lenthal. So I am, as I would be against any

man who would inflict such an injury upon the Navy. They have proved themselves almost useless in the Mississippi River. Not one of them was ever known to *tow* a vessel. They could not work in the current, and they ran foul (in consequence) of almost everything.

I wrote to Grimes the other day, to thank him for some courtesies extended to me— Lenthal would not be at all flattered if he knew what I told the Naval Committee Senator in regard to his works of art— It is one of my idiosyncrasies not to appreciate those specimens of Naval Architecture. I do not believe in them any more than I do in those calculations which came near consigning to oblivion that Monitor of Ericssons; a Monitor which is worth all the iron Clads put together, and which not only saved our Capital but the reputation of our country.

We have had some narrow escapes from the effects of imbecility in Naval would-be heroes, and men of art, and you really amiable folks of the Naval Department, come in now and then for a touch of growling. The Navy thinks the Department have a weakness for these ante-diluvians but I always assure those that say so that it is nothing more than a desire to possess *marine fossils* for the Naval Archives. Excuse my jokes. You have had your hands full and no doubt a hard time of it and an angel with dear little wings growing out of his shoulders could not please all hands.

I merely wish to make one little growl at Mr. Bridge. Let him hear it. Great difficulty exists in getting provisions just now and there is a bad assortment in Key West— No butter—no sugar—no molasses, little flour, —bad beans, and *first rate vinegar,* at least my requisitions were not properly filled. Pearce, I am told, was just getting over a debauch, and McKean who looks

upon everything in Key West as belonging privately to himself, took good care that nothing should come away that might by any possibility be wanted by his hard working ship.

I am told that she came near going ashore on the beef-bones and turtle shell thrown overboard. When is that old veteran going to retire to that farm of his? He has made prize money enough to allow him to go comfortably. It is astonishing how much better and stronger these old fellows get when there is prize money in view; it resuscitates them completely. I have no doubt, now that so many important battles have been won by sea, that old fogyism will be in the ascendant, all the merit naturally falling on their shoulders, "May they live a thousand years, and their shadows never grow less."

That was a poor exchange the Department made, Palmer for De Camp. Old De Camp is worth (in a fight) half the officers in the Navy, put together. As to that little trouble of his out here, it was nothing more than a "tempest in a tea-pot," much exaggerated, and the whole of it could have been prevented by Nichols had he thought proper to advise De Camp. Do get the Secretary to give him another good vessel. His example is everything out here. We want more such men in the Navy.

There, I have tired you out, and will let you off now. My best wishes attend you and believe me

Yours truly

Gustavus V. Fox. Esq. DAVID D. PORTER.

I have not heard from the Department since I left home. I suppose my letters go through Farragut. He has enough on his own shoulders without being troubled with my affairs, which he in no way wishes to interfere

with. If you will send communications direct to me, it will expedite much the public business and cut up the red tape. Farragut has not time to read his own letters. Four days after the taking of the forts, I found all the reports and papers I sent him, relating to that matter, still unopened on his table, I did not wonder at it as there was more before him than one man could attend to. In the mean time I had forwarded duplicates to the Department.

[D. D. PORTER TO G. V. FOX]

U. S. Steamer Octorara
Pensacola Bay, June 2d. 1862.

Dear Fox.

I send you as an addition to your Hieroglyphical History a "Conthieverate" standard taken from the Artillerists who belonged to the "Iron clad Louisiana,"— Talk of getting trophies—it is the most difficult thing in the world. The moment the soldiers got into the forts they blocked the game on us. They would not even let us look at an article of any kind. The thing I send is a "Conthieverate" Eagle (*alias* Turkey buzzard) attempting to flap his wings. He looks as seedy as some of the fellows who tramped behind him.

I am glad you are all made happy at home by the taking of New Orleans. I was in hopes, by this time, to have seen you all made gladder by the capture of Mobile. I am heartsick and fear sad failure up the River, but I must have patience.

I came here for the health of the Mortar Flotilla, we had so many cases of dysentery and increasing so rapidly, that the Doctor recommended a change at

once—we have over 200 cases. We must get them right by the time Farragut comes. When will that be?

You say in your letter that the "magnificent achievement of the fleet in the Mississippi (like which England has no Record) has been effected by the Navy, as you intended it should be." There you are mistaken—*Butler* did it all!!! So I see it stated by that blackguard reporter of the Herald who acted as Farragut's Secretary and Signal officer, and who had his nose everywhere.

If you could have seen the trouble I had getting old Butler and his soldiers up to the Forts, to take charge of them (after we took possession) you would laugh at the old fools pretensions. But he actually asserts that it was his presence (30 miles off) which induced the forts to Surrender, and this Herald fellow tries to make it appear so, and says that no harm was done to the forts and that they were as good as new. Let Uncle Sam try to rebuild Jackson and he will see what it will cost, and let him fire a few casemate guns, he will soon have it tumbling about his ears.

If the Department would give an order that no reporter should be allowed on board our ships under any circumstances it would prevent many false impressions getting out and the public might get (through official reports,) a true history of transactions.

Ship Island is doomed to be very sickly. The soldiers die fast,—over one a day. The Merchant crews are all getting sick. I sent 2 heavy Coal ships to Pensacola. They drew too much water for Ship Island or S. W. Pass (22) I also take down to Pensacola the three vessels I loaded with ammunition from the Baltic, I could get no advices from Farragut, he being so far up the River. Write and let me know what course to take. I shall go ahead and do what I think best for the public

service The blacksmiths and party are very much dissatisfied. They have had no pay since they came out. They work very little and the men do not mind the Master Machinist who is a very excellent man. If you put them at Pensacola they will be satisfied. They will all die at Ship Island—indeed, now that we have Pensacola—Ship Island is valueless.

My wife writes me, that the ladies are getting quite excited on the subject of the taking of New Orleans; Mrs. Lee said "that I would get more credit, than her husband, who was out fighting hard while I was behind the woods." Tell her she is right, there, I was sitting under *shady bowers,* though there were not many *roses* around— Tell her moreover, if no one else gives Sam Phillips credit I will for one, for I never saw a ship more beautifully fought and managed. He was under fire more than any one else, excepting perhaps De Camp and Guest. His ship was a good deal cut up. He had much more than his share of killed and wounded and said less about it than those who did not take the bull so closely by the horns. I admire Lee very much for his cool calm bravery, the highest quality an officer can possess, and he is properly estimated by the young officers, who after all are the best judges— Tell his wife it would have done her heart good to see him manage his ship, though I suppose, like all other women she would be for hauling him out of harms way, if she saw the shells falling about him.

Tell the ladies there are no jealousies out here that I know of, but kind brotherly feeling which should always exist in the Navy. There is glory enough for all. When the tocsin sounded every man did his duty, though some may have been more fortunate than others, and some were doubtful before hand—Boggs, for instance, is a hero, but for Lee's assistance he would be at

the bottom of the Mississippi River,—food for Catfish. But for the "bummers" there would likely be *many mourners in this land* at this time. Let the ladies stick up for the "bummers," they are slow but sure.

Credit is a thing I never look to, though it is gratifying, I suppose, to an officer to receive what he deserves. Great results are what we all should take into consideration and the crushing out of this wicked rebellion. To accomplish that I would walk rough shod over the best friends I have in the world, asking no other reward than to be able to leave the service at the end of the war, and play with my babies for the rest of my days.

I let you off with a short letter. Do lay aside the red tape and let me know, (as there is nobody else) what is to be done here for the public service, in the absence of Farragut— There is no chance of seeing him this summer, or until August.

Give me the Monitor and 4 Gun Boats, besides what I have, 6000 more shell, and orders to take the forts at Mobile, and if I do not take them, I will eat them— The country at this moment demands speed. Everything that has been done ought to have been done three months ago and more besides.

I will hunt up all the trophies I can hear of and send them to you— I have a 7″ Rifle shell, I picked out of a gun which was broken in two by a bomb, would you like to have that? Though I suppose Wise would consider that *interfering* with ordnance.

I send a list of officers belonging to the Mortar Flotilla for you will never get them in any other way.

Yours very Truly

G. V. Fox. Esq. DAVID D. PORTER

Asst. Secy of the Navy.

[ENCLOSURE]

List of Vessels in Mortar Flotilla with Officers Commanding

Steamers

Commander Renshaw	Westfield
Lt. Comdg. John Guest	Owasco
Lt. " J. M. Wainwright	Harriet Lane
" " Harwell	Miami
" " Baldwin	Clifton
" " S. E. Woodworth	J. P. Jackson

Mortar Vessels

1st Division

Lt Comdg Watson Smith	Schr Norfolk Packet
Act. Mas. Thomas E. Smith	" Arletta
Act. Mas. Mate, Lyman Bartholomew	" Sophronia
Act. Mas. " E. G. Furber	" Para
" " Amos R. Langthorne	" C. P. Williams
" " Washington Godfrey	" O. H. Lee
" " Wm. P. Rodgers	" Wm. Bacon

2 Division

Lt. Comdg. W. W. Queen	Schr T. A. Ward
Act. Mas. J. D. Graham	" Sidney C. Jones
" " Hugh H. Savage	" Matthew Vassar
" " Chas. E. Jack	" M. J. Carlton
" " Francis E. Blanchard	" Arletta
" " James Van Boskirk	" Adolph Hugel
" " John Collins	" Geo. Mangham

3 Division

Lt. Comdg. K. R. Breese	Schr. John Griffith
Acct. Mas. Henry Brown	" " "
" " Abraham Christian	" Sarah Bruen
" " Alvin Rhinney	" Racer
" " L. W. Pennington	" Henry Janes
" " George W. Brown.	" Dan Smith
" " H. E. Williams.	Brig Sea Foam
" " Geo. W. Sumner	Bark Horace Beals

[D. D. PORTER TO G. V. FOX]

Private

U. S. Steamer Octorara.
New Orleans, June 7th, 1862.

Dear Fox:—

Yours of the 17th. of May has been received. No one was more surprised than myself that Farragut had received orders to go up River. At first I was full of it, but understood the programme, or order, to be to go at *Mobile* and Pensacola, and I was then full of that. When Farragut wrote to me to come up with the Bomb Flotilla, I thought this some wild scheme got up by himself and Butler, and wrote to him to caution him against undertaking anything up river without preparing properly, but when I saw his orders I said: "Go ahead fast, and I will be with you before you are half way there." I send you a copy of my letter to him.

I have been in the *dark* all the time, and indeed no one seems to know what is to be done. There was a want of energy shown at Vicksburg The vessels had time enough to go up there after the *panic at New Orleans,* but they laid here too long doing nothing and were too slow when they started. I don't think Farragut is so much to blame for this, he has some bad advisers. He is amiable and yielding and he has a "skeleton in his closet" who wont let him say his soul is his own— But we have started now, and I hope we will put the matter through. Bell is trying to persuade Farragut not to take the Mortars up, but Farragut has left it to me, and I shall take the *whole* of them— Eleven are up here already and the rest are in the river and will be up this

evening. It is too late in the season and the rivers are falling but we will do our best, and now we have the Mortar Steamers (which should never have been left behind) The big ships can be got off if they get on the bar.

There are all kinds of reasons given here about the return of Farragut's ship and the other large ones (Brooklyn and Richmond) and the failure to go by Vicksburg— I don't care to repeat all I hear, it does no good, but in justice to *Alden* I must say that he opposed the return strongly and was for going through "whether or no"— Your mind may be easy about one thing,—The gun boats have never come down the river, but have remained before Vicksburg.

Butler is going up with 5000 troops (nonsense) and will be of no service whatever. He had better stay and take care of this city, which cannot be kept quiet with 6000 men. We will be hampered with him all the way through—

Some of these days when I see you, I will amuse you with a little history of events— I have done *grumbling* on paper; I believe I have grumbled at everybody and will be called a *regular* grumbler, but I do it all because I hope to see no blunders and as you say I believe there is a Providence watching over us— I am under way now with all the Steamers, and to-morrow night will be in New Orleans with all the bummers, next day start for Vicksburg. On the 20th Vicksburg will be on fire, I hope. With best wishes, I remain

Yours truly

G. V. Fox, Esq. DAVID D. PORTER.

[ENCLOSURE]

[D. D. PORTER TO D. G. FARRAGUT]

U. S. Str. Octorara.
Pensacola June 3, 1862.

My Dear Flag Officer:—

I received your Communication an hour ago directing me to come up with some of the mortars, en route for Vicksburg. In twenty minutes they were all under way, and are off for Pass à l'Outre with a fair wind, where I hope to find further orders from you. You may change your mind upon the subject and if so I would like to avoid the tow up the river. With the highest opinion of Gen. Butler as a soldier, I think in this instance his desire to put down Rebellion has exceeded his usual discretion. Had the Mortars gone up first their "prestige" might have done a good deal, but I do not think they will do much good now in that respect—it is too late in the season, and one fall of the river (well known to me) will destroy the Expedition. If Beauregard is whipped at Corinth, his hordes will work down in this direction, right upon Baton Rouge and cut off our retreat. General Butler has not men enough to protect New Orleans in case Beauregard is defeated and retreats South,—and he has no where else to go,—and I think that he had better give this thing up. As you say, we must do our duty, and I am on the way and going to do all you tell me to, but at the same time, don't you think it our duty to point out to the Government what they don't know? They would scarce expect an officer to do what his judgment tells him to be wrong, still I will hurry all I can to save time

and be at Pass à l'Outre with the fleet, I hope, to-morrow morning.

Mobile is so ripe now, that it would fall to us like a mellow pear, while we I fear, will fall like a mellow pear before the difficulties above in the river. We are not prepared for it and will fail. It is a different affair from Fort Jackson or St Phillip altogether.

I am quite pleased at the prospect of moving being tired of doing nothing, but at the same time would like it to be somewhere where I know that the results would be favorable to us. Excuse my expressing myself so freely, but I think that in these times people should act and think boldly, and I for one dont think we ought to dim the laurels that have been so hardly won, by any failure.

While we are "up river," Pensacola will fall into the hands of the rebels again. They have but a handful of men here to defend it, and by the Montgomery Railroad they can land 20000 men right at the edge of the town. It is of more value to us just now than a dozen Vicksburgs. If we miss taking Mobile now we won't get it. Two Iron-Clads are indispensable to go up the river.

I shall hope to meet a messenger at Pass à l'Outre, if it is only to hurry me up.

Very Respectfully Your Ob't Serv't.
D. D. PORTER.

Flag Officer
D. G. Farragut.

[On back of letter, written in pencil by Porter: Eds.]

This letter was written supposing that Farragut had deviated from his original orders which he led me to believe were to go to Mobile; and I thought that Butler had been writing home to the War Department sug-

gesting this *second* move up the River, as he Butler wrote to me to the effect that it was his expedition—so commanding it, I did not think it a prudent move, especially when made with a vessel "helter skelter" as it is going on now— I intend that my part shall be got up right—they sent for six mortar vessels!, I bring them 20—on the principle of "never to send a boy on a man's errand"—

Yours etc.

D. D. P.

[D. D. PORTER TO G. V. FOX]

U. S. Str. Octorara,
New Orleans, June 12, 1862.

Dear Fox:—

I write you a very short letter not a growl in it, which may be accounted for by my getting up from the first decent dinner I have eaten since I came here.

We are now suffering greatly with mosquitoes,—not a piece of bar to be had here for love or money, the army have them sent out and served out to the men. Our men would pay any price for them. Some of the sailors have been made quite sick, and the sick die for want of bars;—it is really dreadful. I know the value and comfort of one, I seized upon *J. K. Mitchell's bar* and not a bite have I had, while he poor wretch nearly died the first night. Do think of this, just think if one mosquito bites so hard, what will a million do?

Half of the "bummers" are up to Baton Rouge by this time, and I am whipping in the rest. We had to coal and we took the last here, Farragut, I am told, has written home to stop sending coal, while his gun boats up river have not any to spare. Don't mind what

he says, there is none too much sent only it should come here in lots of 400 tons in Schooners. There is no tonnage out here to bring up large vessels. Any one who will send out good tugboats will make his fortune.

We want eight more masters mates.

Yours very truly And Sincerely

DAVID D. PORTER

G. V. Fox, Esq.

[D. D. PORTER TO G. V. FOX]

U. S. Steamer Octorara
Off Vicksburg, June 30th. 1862.

Dear Fox:

I will not call this a battle we have fought; it was a useless sacrifice of human life— It was intended that the army should supply 6000 men,—They supplied 3,500: quite enough, though to do the business— General Williams objected (when I proposed it to him), to landing his troops to assault the main forts, where he would have had a complete success, without scarcely the loss of a man, as I have since learned,—I had reconnoitered the ground and drawn maps of it but Williams *declined* the glorious movement. He lost *his* chance, It can, however, be done at any time without the ships going in,— I can destroy the forts in 24 hours— Our mortar practice has been terrible to them;—almost every shell falling into their works and killing those who dared to remain there,— There is no use, however, in destroying them until the time comes to take possession of them, as they are nothing but earth works, and the guns can be moved anywhere else.—But before they go to assault, I can open on the works in such a way that no man dare enter.

Two teamsters came in to me this morning. They say the Rebels retire 600 yards when the mortars open, and that any number of our men can get into the forts without being fired at, at that moment.

The affair of the 28th. was very gallant as regards some ships; But the Brooklyn made a—never mind— Farragut has asked the reason, when, no doubt, plausible ones will be given— They will not, however, satisfy the Navy Officers,— Farragut went through without *any support* but that of our steamers— The result was that we were left in front of batteries waiting for the Brooklyn to come along, and what little fire there was, was directed to us. The three Ferry boats were badly hurt; but for the mortars we would all have been sunk— Those mortars are great things— In ten minutes after they got going they silenced every battery.

Our schooners on one side are in fair sight, and only 3000 yards off, yet they have struck them but once or twice— They fire and run away the moment a mortar opens and one is always ready to go off at the first flash.

We have gained nothing by going through except to show that the navy is ready to do anything. No British fleet of three deckers would attempt to pass these forts. The officers here have done it with egg shells— You may judge how little chance there is for the Rebels to get to their guns, when I tell you that the mortar Steamers laid—quietly heading the current, in range of all but one of them for 65 minutes and never got hit of any consequence until waiting for the Brooklyn and company to come up— Being no one else to fire at, and we being in close order, every shot took effect on some one, I soon left old Brooklyn to fire away with her one rifle gun at two mile range, and sought shelter under the lee of the mortars— "Save me from my friends," I said

as she burst a rifle shot on my port side, and fired her grape shot! into Baldwin's steamer.

The weather is very hot here, and we in the mortar fleet are living on *half rations,* no flour served, no bread, no butter, no sugar, no molasses, and a store ship with all these articles laying close alongside of us—But we are outsiders and not expected to eat— I have an infirmity of temper which never permits me to forget nor forgive, and the only pleasure I have is in knowing that a day of *Reckoning* will come.

Yours truly & sincerely

G. V. Fox. Esq. DAVID D. PORTER.
Assistant Secretary of the Navy.

P. S.—The enclosed slip of paper is exciting much comment in the squadron— What has the Navy done that it should be so neglected? What Revenue officer, or Major Anderson has done as much as the humblest officer in the Navy?—It is a pity that history will have to record such unparalleled neglect.

[This enclosure missing: Eds.]

[D. D. PORTER TO G. V. FOX]

U. S. Steamer Octorara,
Hampton Roads,
July 26, 1862.

My dear Fox:

Here we are anchored in the Roads after a rather pleasant voyage of four days from Key West. Though the Octorara is not a clipper, she gets along very well in smooth water and fair winds. I enclose you a letter I wrote to Farragut, it may interest the Secretary, as

showing the condition of affairs in the Mississippi River. There is nothing new besides from that quarter. The people of New Orleans are eminently disgusted with Butler rule (and I think they have reason) and will kick out of the traces the first chance they get. There is not a Union man from the mouth of the Mississippi to Vicksburg. I don't know what there is above that. New Orleans will either be in the hands of the Rebels in 40 days, or it will be burnt. Rest assured of that unless another man is sent in Butler's place. They are great fools for not wishing to keep him there, as he is supplying the Rebels with all they want by way of Pearl River (Salt, Shoes, Blankets, Flour, etc.) for which he charges license, which goes, God knows where! This is literally true. I captured a fine steamer day before yesterday full of munitions of war (the Tubal Cain). I sent her to New York. We are all sick here having had over 50 cases of severe intermittent, since we left New Orleans, averaging 21 per day. It leaves the men perfectly prostrated for a week after the fever ceases, with dreadful aches in their bones. We have enough left for our 100 pounder rifle, which is always ready for service.

Yours very truly,

G. V. Fox, Esq.,
Asst. Secy. Navy.

D. D. PORTER.

I have just heard of the escape of the "Arkansas" (Ram); it is nothing more than I expected. If you will look at the chart I sent on, you will see there was one flag officer too many. I saw enough to convince me that Davis should not have been one of them, he deserves to lose his command.

[G. V. FOX TO D. D. PORTER]

Navy Department
August 4, 1862.

Com. D. D. Porter
Newport. R. I.

My dear Sir:

Nearly all the Bummers have arrived with considerable sickness. The "Octorara" will not be ready under ten days so you have that length of time. I will telegraph you when she is about ready. You know I got up these double enders for the Mississippi River work but contractors disappointed us so that only the miserable "Miami" was in time. I only gave general directions of the craft wanted without following up the work, consequently they are all sizes, shapes and qualities. We shall profit by this experience and the vessels now contracted for shall be fast, sightly and efficient, 236 Ft. by 35 ft., very sharp on deck, and both ends exactly alike. This sharpness will force the gun back making it necessary to pivot from one side to the other, but it is better than producing such a vessel as the "Miami" in which everything was sacrificed to make the gun to be carried in a circle in the bow.

We shall carry two pivot 100 lb. rifles and 4 broad side 9 inch smooth bores and the usual howitzers thus

[On the original there is a drawing: Eds.]

I shall have two wheel houses on the hurricane deck like a New York ferry boat bullet proof and each rudder will be held by the wheel ropes at all times, so the helmsman can ring back at full speed, secure his wheel,

and take the other one before reverse speed is on. I also propose a bullet proof crow's nest at each mast head. When the deck plan is ready, and the engineer has had his say, the ordnance will place their guns and all other arrangements must be subordinate to that. I wish you would scratch off plans above and below, with any suggestions that occur to you, and send them on early. We shall carry the deck over the Shaft. I believe Farragut has gone down and left the Arkansas. What events have followed his first turning back from Vicksburg. See the order in your book to "push" up a strong force and take all their defences in the rear.

That error has lost us all.

Most truly yours &c.,

G. V. Fox.

[D. D. PORTER TO G. V. FOX]

Newport Aug 5th 1862

My Dear Fox

I was much surprised getting *two weeks* leave of absence. I did not expect more than ten days; two weeks is a great deal to lose in these times when a Rebel ought to be knocked in the head every five seconds and people ought not to stop to blow until the war is over. I am pretty sick, but not sick enough to lie idle, and I hope you wont let any thing go on without me and the Mortar fleet being there, wherever it goes it has good luck; telegraph me at a moments notice and I will be off— this is a lovely place and just where you ought to spend two weeks, it would set you up.

Yours very truly

David D. Porter

[D. D. PORTER TO G. V. FOX]

Newport Aug 6 1862

My Dear Fox

What a chance you have given me to expatiate on "double enders," but my wings are clipped & I can only write with great fatigue to myself and without much interest to others. I hope tho to be better in a day or two. I am in favor of the double enders for Coast defence and for river business, the failures made by Constructors in no way detract from the original intention of the two sharp ends. I never saw a constructor yet who did not think his own ideas better than any body else's, it is a pity that they did not consult more together, and produce something more efficient as well as more sightly. No matter how heavy a battery a Steamer may Carry, or what other qualities she *may possess, she is useless without speed,* to get speed she must be as sharp as a wedge, and length enough to make her easy in a sea way. I like your plan of vessel, guns and all that, only I would have them 250 feet long with 35 feet beam, the same power will send them along faster, and they will be easier vessels—to such a vessel I would have nothing less than 64 inches Cylinder and ten feet stroke, and boiler enough to run up to 45 pounds of steam when going at full speed (16 knots) without the aid of a blower. Pearsons Condenser and none of the *new* "jim cracks"—as Ericssons Engine lies lower than any other that I know of, I prefer that.

It would be rather a difficult thing to scratch off plans in a hurry, but still I think I can make some suggestions that will be improvements on the boats last

built. In the first place I would make the spirketting higher by a foot than usual, or just high enough for the howitzers to look over and have a slight depression—it would reduce very much the size of the Ports that have to be let down now with great care, are continually getting their hinges knocked off, and require an unusual amount of iron braces to fasten them when hauled up—the heavier spirketting would add greater strength to the ship— I can imagine no easier vessel at sea than the Octorara. I would stick to the shape of her floor by all means—I dont think it matters much about the gun having to pivot from side to side, that is a work of 30 seconds provided the decks are made perfectly level, or without any sheer—the Octorara could fire her front guns almost on a line with her keel, requiring only the smallest show with the helm, or ¼ of a point—there is a defect in the steering arrangements of all the double enders I have seen, I think plan of the Octorara's can be so improved upon with a little alteration that it will answer, the head of the rudder though should come *through on deck* to ship a tiller if necessary—

The tiller ropes should be of wire with the exception of around the barrel of wheel—the wheel should be the size of North or East River ferry boats to ensure easy steering—the wheel houses on hurricane deck I propose shall be of *Composition* instead of iron, otherwise the Compasses will be useless—if you carry out what you propose viz "after the Engineer has his say the ordnance will place their guns, and all other arrangements must be subordinate to that—" you may get at the right thing, but not unless that is laid down as *law,* every thing must give way to guns.

As part of the machinery in inclined engines will poke itself above deck with a chance of being hit, I pro-

pose that the hatches or Coamings around the Engines be made so high, and be so thickly plated with iron, that it will be an impossibility to put *any* shot through it. I propose the following form of Coal bunkers to protect the machinery they will do so effectually. With 3 inch water tight iron bulkheads aft of the machinery, and forward of the boilers—and a plate of one inch iron over the top of the boilers.

I don't see why the bows and sterns of these double enders cannot be covered with light iron that will turn a shot when going bow on, (half inch even will do that) and a beak could be attached to the vessels which would make them formidable rams against light built ships of war. It would be better in very sharp vessels to get the rudder as far from the stern as possible on account of getting more strength in the hull, and not endanger the rudder or the stern post in case of collision. I would recommend disk wheels for all these steamers and the outer guards made to fall below the shaft some feet, it looks better, and enables any one to take a vessel alongside in tow better—the Octorara can take a vessel alongside, the Miami cannot, except forward of her wheels—all the vessels of the last type are defective in their boat davit arrangements, not one vessel in the gulf squadron could fire *all* their guns without blowing away the boats—the davits are not high enough and will not permit the boats to swing on board; which should always be done in or before action—this is a small matter but *always* neglected.

In the deck arrangements every thing should be done to protect the machinery. Hammocks should be stowed abreast the engine room and the high Coamings made sloping, and cased with iron.

I would have the masts made as light as possible so they could be hoisted out at a moments notice, wire

standing rigging—it would be better to have no masts at all, but these vessels will lay to under Sail like a pilot boat, at least the Octorara does.

There cant be too many water tight compartments, but great care should be taken that the slides near the bottom (to shut the opening in the bulkhead) work to perfection, and are sufficiently low to let the water run clear fore and aft.

Speaking of slides puts me in mind of "Slide Valves." I would not have one in any steamer. Poppet Valves should be substituted where slide valves are now used, that makes the difference between the machinery of the Octorara and Miami.

Seven days coal will carry these steamers to any part of our Coast. Calculating they are to burn 20 tons per day—therefore the object ought to be to get in all the power possible even at the risk of going short of coal, speed is every thing, if intended to cruise on the coast they will burn coal more economically if they have plenty of steam room—the magazines of these vessels ought to accommodate 200 Rounds for every gun in the vessel, the ordnance manual wont apply to vessels carrying pivot batteries at all—these vessels should have a galley built particularly for their class, a great difficulty exists in cooking with a ship of iron galley for so many men, it would be a size larger or with an addition for officers—there is no reason why more airports should not be put in all vessels, and in those to be built a Port should be put in *every* room, or *closet,* no matter how small—in the Octorara there was none even in the Dispensary—these vessels should have no cat heads or any thing outside likely to catch, and be carried away, or shot away, with an anchor hanging to it—they should have *iron davits* forward and aft for that purpose.

The boats should be—2 double banked square stern

14 oared boats, able to carry a gun—2 strong light built whale boats—one Copper air tight dingy—

The Engine room instead of being fitted with booby hatches—should have high coamings, stanchions and hoods for rainy weather—it is a difficult thing to find accommodations for all the officers on steamers. I have two rooms put up on the Octorara under the hurricane deck, one for the 1st Lt. one for myself; they were a great convenience.

The Cutting of hatches should depend on the position of the guns, there is no reason why hatches should be cut *so wide* as in our ships, use smaller casks in the spirit room & hold, we gain more recoil for the guns by narrower hatches and they can be made longer—composition ventilators can always be put in to make up for a deficiency of hatches.

There are five thousand little things one cannot think of when they want to, but if I rake up any thing worth noting I will write you.

I received a letter from Smith to day, which I enclose to you, he is in want of masters mates and something else, will you look over the letter and help him out— I am quite done up after this letter and expect to go to bed, I get no better here and don't care how soon I have something to do—bad business leaving that Arkansas up river, she will give them some trouble yet, all of which might have been avoided—you can't think how glad I am that my connection with that party is dissolved I hope forever, and I trust that I may never be so hampered again as I was then—

Yours very truly and sincerely

DAVID D PORTER

G V Fox Esq
Asst Secretary of the Navy.

Smith talks of appointing mates from the Flotilla—it wont do, we want men of more character.

[D. D. PORTER TO G. V. FOX]

Newport
September 1st, 1862.

Dear Fox:

I enclose you a letter from Lieutenant Comdr. Watson Smith, who once held the position of Commander of a Division on the Mortar Flotilla. Comment is unnecessary, tho I cannot help feeling hurt that Smith should be so unpleasantly situated. I know that neither Mr. Welles nor yourself would desire anything of the kind.

I am one of them who submit to any arrangement the government may think fit to make, for now is not the time to be questioning orders of any kind, but I don't think the Dept. has sanctioned the change of which Smith complains and he is too good and true an officer to be treated with indifference; his untiring energy and devotion to our cause will place him at the highest post of honor without any influence. If the Department has directed this change it is the best judge of its action and Smith and myself will both be satisfied; his letter was intended for me alone, but I send it to you.

I am ready for any service, having had as much rest as I think any officer is entitled to in these times. If I am not quite as able bodied as I was a year ago, I am actually much better, having given up *smoking, drinking* and over-eating, and *all* bad habits inimical to the human frame.

The people are much excited here about the battle now going on, the accounts of which are very meager, and the slush part of the population (this is the hot bed of Rebels) are quite jubilant over what they call our

reverses. The news that Stonewall Jackson has been circumvented has quite dampened their ardor.

I pray that we may wipe out the whole party. Pope seems to be fighting well, even if he does gas a little.

Yours very truly,

DAVID D. PORTER.

(Enclosure)

[WATSON SMITH TO D. D. PORTER]

Hampton Roads,
Aug. 28, 1862.

Dear Sir:

As I believe you are sick and that you have finished with the old organization, I would not disturb you if I was not in a fix. Commo. Wilkes has detached me from the "Norfolk Packet" and put me in command of the steamboat "Stepping Stones," an unworthy craft with one seaman and twelve negroes, one howitzer, one boat, one officer, one engineer and all else in smaller proportions. I feel reluctant to acknowledge my connection with such a command. It is some relief to believe that the Dept. would not have ordered me to such a vessel.

Now please have me detached and not ordered to anything until I have seen you. If you are at Newport I would meet you there, or elsewhere. You know very well that I would go in anything contented if there seemed a reason for it. But here I am only to transport service troops that are in no hurry to move, and then to report to the Commo. A volunteer Acting Lieut. has been put in command of the N. P. which will not be pleasant for the regular master there. Brown went away happy.

The Ironsides is here. She is slow and leaks badly. She looks serviceable. There is some fault with the plan of her gun carriages.

Yours sincerely,

WATSON SMITH.

Comdr. D. D. Porter,
U. S. Navy.

[G. V. FOX TO D. D. PORTER]

Navy Department
September 6, 1862.

Dear Porter:

I have yours of the 1st inst. Smith had already been ordered to report to the Department. Wilkes only put him there on an emergency and spoke of him in the highest terms. It was well he did not protest—the usual course now for young officers. He need not trouble himself, he will be taken care of. Lee is in command. Wilkes is going out to the West Indies with six vessels after the Oreto and 290. Do you want the Potomac Flotilla (18 vessels) for temporary duty in his place? Pope has eternally disgraced our arms. The Army is only a mob.

I am very truly,

G. V. Fox

[D. D. PORTER TO G. V. FOX]

Newport
September 10, 1862

Dear Fox:

You must not be surprised at my taking so much interest in Watson Smith; he is my Pet of all the young officers of the Navy, he and Breese are both splendid

fellows, and if you follow their course you will find them both at the top of the ladder. I see no reason why you should say that it is "well he did not protest," for he is the last man to do anything of that kind, he has been too well educated in the duties of his profession for that. I am delighted that his position is changed and that he will have a chance of meeting the sweetest little wife in this country, for tho we must all make great sacrifices at this time, yet we cannot overcome the weakness of affection for young and pretty women, particularly.

In relation to my accepting the temporary command of the Potomac Flotilla, you know my views on the subject of prompt obedience to orders, and that I am ready to go anywhere, or do anything the govt. may chalk out for me. I would like something more active, for I do not think there is much reputation to be made on the Potomac, and yet who knows? None of us can foretell what may happen—even our great generals can't see where the Rebels are going even tho 150,000 men have passed into Maryland; I saw it three weeks ago.

I had written a letter to you proposing the very thing Wilkes has gone after, any duty would be preferable to hanging about a club room here and listening to the sapient remarks of the Caesars, Napoleons, Cromwells and Charlemagnes who have all a way of their own of saving the Union, but take very good care not to smell gunpowder.

When I last saw you, you left me under the impression that the Octorara would sail at once, and being sick next day and unable to go to Baltimore, I gave all my outfit to Brown, who accepted it all instanter for fear I might change my mind—still with a tin pot and pan I can get along for a short time, or long one if the

State requires it. I hope I shall be under no one's orders.

I have had some idea of turning soldier and volunteering to help McClellan in the Forts, and try and teach those fellows what discipline is—there is where the shoe pinches. They ought to shoot a thousand soldiers and hang a dozen or so of officers—is it not awful to get so incessantly worsted when we have such good material, and such equipment! Still we must be hopeful and "never say die." With hope we maintain our energy of character on which hope is based, strong minds hope when the ship is going down. Hope awakens courage while despondency is the last of all evils, it is the abandonment of good, and we must hope until we see the good old ship Union going under water, and then we must hope still—hope that we may raise her again.

Yours very truly

G. V. Fox, Esq. DAVID D. PORTER.

[D. D. PORTER TO G. V. FOX]

Cincinnati,
October 12, 1862

My dear Fox:

This is a one horse power country. The people are all asleep. You see what I say about the Iron Clad Indianola. I was quite wild, I assure you. These vessels should have nothing less than 6 inch iron on the casemates, double plates. Dahlgren would consider it fun to fire at them now with an XI inch. I recommend strongly the apartments on deck, besides those below; and also extra cooking arrangements. If you will give me the authority I will have them made com-

fortable at least. They are too new here, Mr. Brown and myself would make all the internal plans in one hour, whereas now he has to wait three weeks before he can get answers to his letters. His ideas are all good, and he seems to be an energetic fellow. I recommend the purchase of ten light draft stern wheel steamers rifle proof to go up rivers, and defend these towns at low stage of water; they can be bought fully fitted for thirty thousand dollars each. I propose to put on them six 24 pound howitzers in casemates, proof against field pieces and rifles, with iron bulwarks; they will draw 26 inches with anything in. I find here a number of people who have appointments outside the Navy Department. They are generally pretty good specimens, and can be worked in to advantage; unfortunately they all want to be Captains. Will you instruct Capt. Hull to report to me two weeks before the vessels are ready, so that I can get the firemen for them? I will then instruct the officers at the rendezvous. I leave for St. Louis to-night, and will relieve Davis on the 14th if he is ready.

Yours very truly in haste,

G. V. Fox, Esq. D. D. PORTER.

[G. V. FOX TO D. D. PORTER]

Unofficial

Navy Department
October 14th, 1862.

Dear Porter:

I have your several notes. The Secretary is of course inclined to grant everything you ask for and I see the

necessity of so strengthening your hands as to render success beyond a doubt. Before authorizing fifteen mortar boats the Secretary wishes you to look over the ground carefully and see if they cannot be dispensed with. All else you ask for has been agreed to. We have not been able to make the appointments yet, because Davis only sent a list of officers with one or two recommendations, so we must send it back to you and ask you to check off the appointments. For instance, he gives us so many 1st masters, 2d masters, 3d masters and 4th masters. These of course are divided by the naval regime into acting Volunteer Lieuts, Acting masters, and Acting Ensigns, so with Engineers no chiefs to be allowed and as few Acting Lieuts, as possible. See memo to Davis taken out by Paymaster Dunn. We will send the list to you at once and appoint as you check them and drop any you recommend. When the day of examination comes we must show an economical administration over our West Point friends, which I have no doubt will be the case. Winslow is placed on furlough for asking to be relieved on the terms he did. The severe defeat at Corinth must render the opening of the river now practicable and probably desirable to hasten matters for Vicksburg. I do not hear however that the army are doing anything. If you are in any condition to go to that point before the time designated perhaps it would be well to say so officially to the Department, so we can be right in the record with Halleck, who remarked that the Navy would not be ready to move before February on account of the water. The opening of that river as early as possible is the imperative act to be considered above even the capture of Charleston. Please return the list as early as possible and say when the appointments shall date, as some of them will be reduced in pay. I notice

the 1st Assistant Engineer in tugs where we have 2nd. Our highest is 1st in charge of the largest ships, 2nd take all others.

We are pushing the iron clads and I have no doubt but what you will see some of the new Monitors ascending the Mississippi to meet you in February.

Very truly yours,

G. V. Fox.

Acting Rear Admiral
D. D. Porter.
Comd. of Mississippi Squadron,
Cairo, Ill.

[D. D. PORTER TO G. V. FOX]

Cairo, Oct. 17th, 1862.

My dear Fox,

I am hard at work carrying out the organization begun by Davis, and I begin to see daylight. I have been much pleased with my reception here by the Commanders Pennock and Walke, who met me with open arms. Pennock is a trump, and is worth his weight in gold.

We are shoving things along, working harmoniously and rapidly, but there is always something to keep one back, and that too at a time when we want all the steam we can get.

Hull is of the old school, red-tape all over, and if a success depended on his moving quick, we would not have it. There will be a broken link in the organization here until he is ordered to fit the purchased vessels according to my directions— Davis will tell you all the difficulties he has encountered, and which I will have to contend with also. Great public enterprises

should not be interfered with when the obstacle can be removed by an arrangement that will put the direction in the hands of the Commanding Officer of the fleet, who of course should be the best judge how the vessels should be arranged for a special service. An order to Hull to fit and equip the vessels according to directions received from me will remove all difficulties. Now I can only ask as a favor that it may be done so and so. He may do it or not, as he pleases; and Davis will tell you whether I would be likely to succeed without an unnecessary amount of writing.

I have written the Department fully on many subjects, and am anxious for answers. In a day or two you will not hear from me so often.

I am very anxious to get the fleet of light draft vessels at once—the heavy fellows are blocked up between shoals, and above falls, or up River, and they can do nothing "till tide rises."

What a chance we have for Vicksburg now—no one there, and we could walk right in if we had the soldiers.

I will be ready in six days with what vessels are below the shoals, to cover the landing, and clear the Yazoo—but soldiers are slow-coaches— I fear McClernand don't move as fast as I want him to.

I received a telegraph from Mr. Lenthal today informing me that I was authorized to purchase six small steamers—my idea was to get ten besides the seven already ordered, and which Mr. Hart was hunting up. There are so many rivers to be guarded that these boats are absolutely necessary. The "Tennessee," "Cumberland," "White," "Black," "Yazoo," "Red River," "Ouichita," "Ohio," &c—a coast length of quite three thousand miles—longer in fact than our whole sea coast. Now I propose to divide these vessels into as many divisions as I can, having enough in each to sup-

port each other, and a possession of the river will be the first step in crushing out rebeldom here, so I beg that you will give me my ten boats besides the seven Hart is purchasing. I have ordered the guns for them. There is not one single vessel out here that can go thirty miles up the Ohio or St. Louis at low stage of water, much less up the small rivers.

I urge most strenuously the ten boats besides the seven ordered in the first instance, and now reduced to four.

With kind wishes

I remain Yours truly,

DAVID D. PORTER

Gustavus V. Fox, Esq.
Assistant Secretary of the Navy,
Washington, D. C.

[D. D. PORTER TO G. V. FOX]

Cairo,
Oct. 21, 1862

My Dear Fox:

I am afraid we are going to have a stampede among the Chief and First Asst. Engineers if the change proposed is carried out. They will leave us part at a time perhaps when we want their services,—not only that, but they will use their influence to prevent us from getting others. The pay of Engineer on this River is $250 per month, of course the government are not expected to pay that, but there men will be satisfied to stay as they are now. Recollect there are large vessels with large engines, and the duties of the engineer here are harder than in a sea-going vessel. If you reduce the Chief to 1st Assistants, and the First to Second Assistants, human nature can't stand it, they begin to say already that the

west is to be crowded out to make room for Eastern men. We must not quarrel with the west, and I do hope you will think of this a little before you make a change, we can't expect the Naval Engineers to come here and take hold of these engines at once without practice,—do think twice over it and let them stand as they have done. I feel uneasy about the result.

I am setting down to breathe a little after three days hard work at the desk. The Departments are all organized. General Orders issued and every tub is on its own bottom. Winslow I understand wants to leave. I hope you will gratify him. I am told that his ship will benefit by the change.

Where is McClernand? Hurry him up, we can't be idle 'till spring, everybody is working hard to get ready, and all will be ready Wednesday next. I am only afraid the Eastport will have to go on the dock, her keel is coming up through the boilers,—we will drive her up all we can, and be ready before McClernand thinks of starting. Do give me my steamboats. I must have them.

Yours very truly,

D. D. PORTER.

Hon. G. V. Fox,
Asst. Secretary of the Navy,
Washington, D. C.

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron,
Cairo, Ills., October 29, 1862.

My Dear Fox:

Office work is about closing up, and I am going down the River as soon as I can get something to go in.

The "Eastport" being used up, I am rigging up one of the light draft steamers which will go up any ditch out here. While I am here everything will go along well, but when I leave Pennock will have to be authorized to act for me. You recollect the letter Davis wrote you about confirming the title of Commandant of the station under the Rear Admiral, to enable him to communicate directly with the Department and the Bureau without sending the letters through me, who may be at the head of the Red River, or some other distant place. The wheels will stop without some such arrangement. Pennock has been most serviceable at this point, and he would be pleased with the compliment; it will in no way alter his present relations to the A. R. A. beyond enabling him, in the absence of the latter, to correspond with the Department.

I hope you will think of this. I shall go away more comfortable.

We are much in want of Ellet's rams. He has not yet turned them over, and the Yazoo is rising.

Very truly yours,

DAVID D. PORTER.

G. V. Fox, Esq.,
Navy Department,
Washington.

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron
Cairo, Ills.,
Oct. 30, 1862

My Dear Fox:

I have received yours of the 24th. and will send back the list of appointments day after tomorrow. I got black looks here from would-be-masters, and engineers,

they look on me as the author of their wrongs. You will find that I have cut down Davis's list, but it is what I think right. Now about the mortar scows. I will try and do without them but would like to have authority to build in case it is absolutely necessary. The Secretary will not, I hope, think me extravagant, but for certain purposes there are certain things wanted. I can sell the scows for more than they cost when we are done with them, by the end of November I will have decreased the expense of firemen and coal heavers alone 9,384 dollars a month or $112,608 per year. I am not idle looking into such matters. I go at my desk at seven o'clock in the morning, and have not left it any day since I came here, before ten o'clock at night, and often twelve. You need not be afraid of comparing expenses with the army out here. The whole expense of this Flotilla since it commenced is not quite five millions of dollars. I hope to pay expenses by seizing contraband cotton. I have two steamers down the river for cotton, niggers and horses. I expect to have a cavalry of my own and feed them on ropeyarns they would be better fed than any I see out here.

Halleck need make no excuse about moving. I have had the fleet coaled up and provisioned for a moment's start.

I have not bought the large steamers yet, just when I get a fellow to a good bargain, he finds out that the Government wants the boat, and puts on ten thousand dollars, there I drop him and won't have anything further to do with him under any circumstances, they will find us out after a while, and be honest.

Yours very truly,

G. V. Fox, Esq.,
Asst. Secretary.

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

Unofficial

U. S. Mississippi Squadron,
Cairo, Ills., Nov. 2, 1862.

My dear Fox:

I am extremely anxious to get possession of Ellet's Rams; they are the class of vessels I particularly want at this moment.

The old "Pook Turtles" are fit only for fighting—they cannot get along against the current without a tow. Three of them are disabled here and repairing, the rest are stationed along the River and at Helena, so I have no vessels to reconnoiter, except some old prizes which are employed carrying provisions, etc. I have been hurrying the Rams forward, and as soon as I get them I will put the "Eastport's" crew in them, and send them to the mouth of Yazoo. They have broken the raft across the River there, and are carrying on a brisk trade with the Red River.

There is no vessel at Red River. Don't you think it had better be closed up?

Do settle the Ram business, and let me know by telegraph. The Commander will have to be instructed, or he will not give them up. I have notified him that I will not permit any naval organization on this River besides the Mississippi Squadron, so he may cool his shins, and lie at the bank.

In two weeks the River Yazoo will begin to rise, and I want to seize the first opportunity to get up there and capture the point where the troops are to disembark.

The War Department might as well give up, for the Rams shall not move unless they are transferred to this Squadron.

Yours very truly,

DAVID D. PORTER.

P. S. I am anxious to know what chance we have of getting that wharf boat which the Army stole from us; they have not the shadow of a right to it, and besides they have all the houses at Helena.

[G. V. FOX TO D. D. PORTER]

Private.

Navy Department
November 8, 1862.

Dear Sir:

After long discussions which culminated in arguments pro and con before the President yesterday in full Cabinet meeting, we beat our friend E. M. S. and the order signed by the President placing *Brigadier General* Ellet under your orders was signed by the President and a copy forwarded you by yesterday's mail.

The proposition is yours and I presume the War Department will fit it out and act in good faith. I must confess to little confidence even in this arrangement but as you proposed it we could do no better. If Ellet is the right kind of man all will go well, and if he goes wrong Stanton will say it arose from placing him under a Navy officer. He says the Western people have no confidence in them and that they do not know how to get along with river men. Stanton lost his temper so

we beat him. The cool man always wins. Let me impress upon you to be incontrovertibly right in case of a difference with the Army. The President is just and sagacious. Give us success, nothing else wins. We have written to Stanton asking him to pay off the indebtedness of the western fleet to your Paymaster who can credit it to the men. We are making all the appointments you suggest, Chief Engineers and all. The Secretary agrees to your making mortar boats if *indispensable* but Stanton says the Army will have Vicksburg before Christmas. I believe we have attended to everything but the wharf boat which I will try to get, but don't turn over anything you really wish to the Army if you ever wish it again.

We ordered Pennock to be Comd't of station at Cairo in *addition* to his present duties or else he would have been on "other duty" pay.

Very truly yours,
G. V. Fox.

Acting Rear Admiral
David D. Porter.
Comd'g Mississippi Squadron
Cairo, Ill.

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron,
Cairo, Ills., Nov. 10th, 1862.

My dear Fox:

You must not get tired of hearing from me. I am a persistent individual when I have anything in view, and if I cannot get what I want one way, I try it another. All I am waiting for now is a reply to my letter to the Secretary, asking to be allowed to do as I ask in letter

No. 48 in relation to Paymasters' accounts. I have promised the Jack tars so many things that I fear I won't be able to keep my word.

I am buying the light draft steamboats, and the whole amount required to pay for them all, will be two hundred thousand dollars, including a large steamer I bought day before yesterday, and the mortar boats if I conclude to build them all, that is not more than the price of one good steamboat, north. The large boat I can sell for more than the cost, at any time.

I paid thirty-six thousand dollars for her and she was one of the finest boats on the River, the only good boat we have—there are a lot of old rat-traps out here, prizes, but they all have something the matter with them; still I patch and caulk, and make the most of them.

I send on the requisition for the two hundred thousand. Please help us to get it through as soon as possible; you alone can hurry it up. These men want their money at once.

I am happy to say that Guerilla warfare has ceased entirely on the banks of the river, our vessels not standing on much ceremony as to what they do to troublesome neighborhoods. I send a convoy down tomorrow to sweep the coast for cotton, below the Helena— I expect to get 8000 bales.

Yours very truly and sincerely,

DAVID D. PORTER

Hon. G. V. Fox,
Asst. Secretary of the Navy,
Washington, D. C.

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron,
Cairo, Ills.
Nov. 12th, 1862.

Sir:

Your letter of Nov. 8th was like a gleam of sunshine, it set all the wheels in motion. I did not understand exactly that part of your letter alluding to Ellet; my idea was to have a Brigade that I could throw on shore at any place, presuming that McClernand was coming along with an army, to make a combined attack on Vicksburg. I don't trust the Army; it is very evident that Grant is going to try and take Vicksburg without us, but he can't do it. As he heaves in sight inland our guns will commence on the water side, and if the Ellet Brigade is organized, we will have our troops in town before he does and the flag flying on the mud works.

The War Secretary errs when he says "we don't understand river men." We are the very fellows that do understand them; they swear by us.

When our Marines landed the other day, all Cairo was out to see them. When a Paddy remarked, "Och, Maister Stanton's men was dirty enough before, but now I've seen them Navy Marines, the army fellers look dirtier than iver."

The Army here is worse than a mob, and if Stanton calculates to conquer with such material, he is mistaken.

What has become of McClernand? I hear nothing of him— I am ready to start at a moment's notice.

Grant is being re-enforced every day, but only about ten thousand men have so far been sent to him; he is

now at Holly springs, and he won't get much further than that. The moment he gets out of Tennessee, the Guerillas break out, and he will have to turn back; these soldiers cannot get along out of sight of a Gun Boat. I should be delighted to hear that they had taken Vicksburg, it would be refreshing. Don't be afraid of my raising a point with a soldier, I will never come in contact with them. We get along first rate. I get all out of them I can, and give them nothing in return.

Yours truly and sincerely,

DAVID D. PORTER

Hon. G. V. Fox,
Asst. Secretary of the Navy,
Washington, D. C.

[D. D. PORTER TO G. V. FOX]

Unofficial

U. S. Mississippi Squadron,
Cairo, Ills. December 5, 1862

My dear Fox:

I enclose you a note received from Carter.

Why can't you allow him to send me men? Remember that I am sending away 600 sick and broken down men in the Squadron, turning out lazy deck hands on transports, at thirty dollars a month, and substituting ordinary seamen and contrabands. The vessels are only half manned, and as yet we can get no more men. Every one is expecting a great deal from us. I send the vessels out if they can only man one gun.

The draft they sent us from New York was all Boys and very ordinary landsmen. All the old sailors are mostly broken down. I take the last man I have to send

off the "Louisville" which I have just thoroughly repaired.

I would not trouble you if I could possibly get along. Everything else is going on nicely here. I hear nothing from McClernand. Grant is pushing on trying to get to Jackson. I am in hopes Walke is up the Yazoo before this with all the iron clads and light drafts I could get off. I go down Monday and shall leave ten light drafts without men. I was in hopes of getting them up the small rivers with the first rise which is now coming.

I remain, Very truly yours,

D. D. PORTER.

Gustavus V. Fox,
Asst. Secy. of the Navy,
Washington, D. C.

[G. V. FOX TO D. D. PORTER]

Private.

Navy Department
December 11th, 1862

Dear Sir:

I have your letter about men. Be sure that no obstacle possible to avoid will be thrown in your way. The points are these: The "Colorado," "Ossipee," "Juniata," "Ticonderoga," "Lackawanna," "Sacramento," "Rhode Island," "Connecticut," and five Iron Clads and four Tugs are all ready for their crews. This gives us an unusual pressure and seems to forbid sending you any men or even "boys." Bell has called for men in the Pacific but not being able to get them he sent the Cyane down the coast of South America and filled up. Du Pont and Farragut want men but we have written

them that they must take negroes. Do not count upon us further than to give an order to Carter to send you all the men he can ship, so soon as he sends us one draft. We have written you about appointments, leaves and the civil organization which you will see is necessary for our records here. We put in as little "red tape" as possible.

Did you get the confidential order about cooperation with McClernand? Let us know when you get all the light drafts ready. Port Hudson is so fortified that neither Butler nor Farragut can touch it. Banks has gone down there with a big force. I am sorry about men. I hope you will advertise in the western papers in the "Howard" style. We shall soon be ready to try the Iron Clads against the few southern Forts yet in the hands of the Rebels.

Wishing you every success I remain

Very truly yours,

G. V. Fox

Acting Rear Admiral
David D. Porter
Comd'g Mississippi Squadron
Cairo, Ill.

[D. D. PORTER TO G. V. FOX]

Unofficial

U. S. Miss. Squadron
Arkansas River. Jan. 16. 1863.

My Dear Fox.

I have not had the time to drop you a line,—what with the wants of the Army, and my other duties, I

don't have much time for private correspondence, besides you will know all about us from official documents— I can write to you some things which I cannot say in official papers, and you know that I always let out, when I think things wrong.

In the first place I think it a great misfortune that McClernand should have superseded Sherman who is every inch a soldier, and has the confidence of his men. McClernand is no soldier, and has the confidence of no one, unless it may be two or three of his staff. Sherman has great difficulty in hauling him along. If Sherman was to leave this tomorrow (which I think he will do) the whole thing will drop to pieces.

The Army made a poor show at this place,—thirty thousand men could certainly have assaulted the Fort, after we had dismounted every gun, and we waited an hour nearly, after destroying the batteries, to let them try it, but they were severely repulsed by the Rebels, on the first attempt, and we finished the business in ten minutes by a fire that no human beings could withstand.

At Vicksburg, under Sherman, the soldiers fought like devils, although they did not succeed, they would have done so but for the elements,—such weather I never saw, and agreed with General Sherman to come and take this place, merely to get our hands in until we could get more men and provisions,—and get the ironclads and light drafts down. It was all arranged before McClernand came. I have twice the work to do now that I had before. Sherman used to help me to think, but now I have to think for McClernand and myself also.

This is a great enterprise, no personal considerations should keep a man at the head of this Army who is incompetent to direct it, whose staff is composed mostly of greenhorns, and don't begin to know the business

they are engaged in. If we don't succeed in opening this River we lose the whole West, and McClernand wont ever open it.

The most cordial co-operation existed between Sherman and myself,—as McClernand tells no one what his plans are (having none) nor tells me what he would like me to do,—I have to guess at every thing and anticipate events. He commits such mistakes, that they would be amusing, but for the injury they are like to entail. It is very annoying but I will make the best of it, while it lasts. It cannot last long, for the country will soon find out the state of affairs and there is a growing feeling out here that will not stand any want of energy or ability.

I have sent for Guild to come out as my Secretary. I shall be glad to get him, though sorry to lose the one I have who has been appointed Quarter Master.

The Squadron is chock full of niggers, including women and children. I take all that come— It is the only satisfaction we can take out of these fellows— It takes all the fight out of them. Take away their niggers and you stop the war. I let them all know they are free. If you want a nice boy, say the word and you can get him. They all want to go North. What injustice to these poor people, to say that they are only fit for slaves. They are better than the white people here, who I look upon as brutes, and half savages. I have shipped about four hundred able bodied contrabands and owing to the shortness of my crews, have to work them at my guns. This does not include the men on board the transports, powder vessels and store vessels, and at Cairo, I suppose we have five hundred and I intend to make it a thousand or more if necessary. We must meet the devil with fire. I have sent Walker up the White River, with iron-clads and light drafts, to

clear it out. Arkansas and White Rivers have been troublesome places, but they will trouble us no more.

Yours Very truly

Hon. G. V. Fox. DAVID D. PORTER
Asst. Sec'y of the Navy
Washington D. C.

[G. V. FOX TO D. D. PORTER]

Unofficial

Navy Department
February 6 1863.

Dear Sir.

I have your letter You did well at Arkansas Post and we shall get you a vote of thanks for it. All the New Orleans names being thrown out. If you open the Father of waters you will at once be made an Admiral besides we will try for a ribboned star. Your victory is well timed. The disgraceful affair at Galveston has shaken the public confidence in our prestige. Five gunboats were sunk and dispersed by two river steam boats armed with one gun (which burst at the third fire) and filled only with soldiers; the attack of the enemy being known the day before. It is too cowardly to place on paper. Poor Wainwright[1] did well. Renshaw—bah—he is dead. The others run through, one of the enemies river boats was sunk and the other jammed under the Harriet Lane guard, Bell was sent down immediately with a large squadron and bombarded it from the *ocean,* nobody hurt. The Harriet Lane our best boat will soon be off privateering— We have exciting news from Charleston which though it looks like a hoax is yet very

[1] Jonathan M. Wainwright.—EDS.

possible and impossible to have guarded against and stood faithfully by the blockade. Charleston will get enough of it very soon and the whole nest of traitors there be roasted out. Frank Blair writes very complimentary of your operations and says they are very jealous of the Navy. I trust your people will not show any of it. Do your work up clean as at Arkansas and the public will never be in doubt who did it. The flaming army correspondence misleads nobody, keep cool, be very modest under great success as a contrast to the soldiers. Let them all see that the public service is your guide. Strengthen the Mississippi at Jeff Davis place— be very sure we shall take care of you and your best interests. You have rather left Rosecrans in the lurch and there is the devil to pay about his communications. We have telegraphed Pennock a dozen times about it and the War Department have made several appeals to us. I see they have just taken five transports on the Cumberland river. His communications are of vital importance.

I hope Charley will please you He is very good and devoted and has but one anxiety that is that he may not fulfil the requirements of his place.

We wrote you about cutting the canal further back— my impression is that it would be cheaper and better to set the whole army to work upon the new spot and turn the river clear of the hills and let Vicksburg go— I doubt whether the army can take it and I do not see how you can do anything more than bombard which I would not do except for an object. The moment the canal is opened away you go to Port Hudson, Banks will never take that so it must come from you and Grant to really open the river— I dislike to see you all set down for a long siege at Vicksburg. The Country can-

not stand it at home or abroad. The President is of my opinion that you better cut through farther back and do it at once.

Very truly yours

G. V. Fox

Acting Rear Admiral
David D. Porter
Comd'g Mississippi Squadron
Cairo Ill.

[D. D. PORTER TO G. V. FOX]

Unofficial

U. S. Mississippi Squadron,
Near Vicksburg
March 3d 1863

My dear Sir:—

I was glad to hear from you. I expect you are like myself here, too much to look after, to have time to write. You have ere this received the bad news of the capture of the Indianola; the first iron clad that has fallen into the hands of the enemy; it is to me the worst thing that could have happened, and what vexes me so, it was so unnecessary to get into any trouble.

The loss of the Queen might have been endured, but to have the Indianola go down without being touched by the batteries with her coal alongside, and two months provisions, and then to fall without much effort into the hands of the Rebels—it makes me sick: the only hope is that she was destroyed in the encounter.

It slipped out from one of the officers who came with a flag of truce, that she sunk; and a heavy explosion the night after the battle, induces me to think she may

have been blown up. While the action was going on, I sent down an imitation monitor which drew a heavy fire from Vicksburg, and the monitor got safe to the Canal where it went cruising up and down in the eddy for eight or ten hours, the rebel batteries firing on it all the time without hitting it, finally the soldiers shoved it out into the stream, and it went down rapidly on to the "Queen of the West," which vessel had just arrived at Warrenton—she raised steam and ran down River, the dummy chasing her; the batteries at Warrenton opened on it as it went by, but it passed without a hurt, the guns being so high up that they went over it. As it approached Carthage the forts there, opened on it, and some heavy guns that sounded like the Indianola; then came a terrific explosion and all was silent: We could only conjecture that the enemy seeing an apparently invulnerable vessel coming down on them had blown up the Indianola—this however is only surmise, but none of the vessels have ever appeared up here since. If it is so, the wooden monitor did better than the iron one. Sending these vessels below though, has had its effect, it has shown the rebels that they cannot block up the Mississippi. Look at the map of Mississippi and Alabama, you will see that we would have gone up Black River, which we can still do, and cut the Bridge between that and Jackson. The Yazoo Pass expedition cuts the Bridge at Grenada, and descends the Yazoo without much opposition, as far as Yazoo City, cutting off the great granary of Mississippi; with that force in the rear of Vicksburg, cutting off the main channel of communication, and threatening Jackson Railroad, what can they do but leave. They are literally starved out, and though we are laying siege to them in front, we are hemming them in all around. There could be

no better combination. Brown it is true spoilt part of them but we can stand that.

In four days we will have the River Macon open, and the Father of Waters will take our largest steamers into Red River, opening a road for transports coal &c.—that cuts off all supplies again from Texas—they know all this as well as we do, and as you will see by a letter from General Dodge sent to the Department they are making preparations for an active retreat. They may leave a few men in Vicksburg to keep up a show, but they will finally have to go. They will fall back as I predicted a year ago, to S. E. Alabama, and the Tombigbee will be the last ditch they will die in.

They are getting all the Government stores out of these parts and we will get very few of the spoils.

You cannot conceive how much the loss of that one steamer, the Indianola, is felt here, a steamer counts: tho' I have numbers, the quality is not good. The Rams and the old wooden vessels are the most useful I have, they can move about, the others will do to attack low earthworks, head up stream, and that is all. I am looking for the Lafayette daily—they have disobeyed orders about that ship; I ordered her sent here a month ago, just as she was. She would have gone with Brown had she been here; that would have settled the question, tho' if they had taken her we would have been cleaned out indeed. There is no reason why she should escape capture more than the Indianola. I would as soon have expected one, as the other.

I hope, now that the Epidemic is over and that all the Squadrons having gone through the measles, (each having lost something,) that better luck or management will follow. Had the Lafayette been here she would have made the thing trebly sure.

We have just received news tonight that the Indianola sunk in 86 feet water, that the rebels had sunk her after her capture. This comes from a man who lives a few miles below us; I hope it is true. Certain it is that the Ram Queen has never showed herself here since the wooden monitor chased her away.

It makes us feel in better spirits, for I have been afraid that they would pounce down on the Essex and then wipe out Banks' fleet of transports.

The rebels are fitting up the Quitman as a Ram at Shreeveport, up Red River; they have a Navy Yard there, and a Gunboat building; I hope soon to have it burned.

They might with three or four Rams take the Essex as they did the "Indianola."

There is delightful concert here between the Army and the Navy. Grant and Sherman are on board almost every day. Dine and tea with me often; we agree in everything, and they are disposed to do everything for us they can, they are both able men, and I hope sincerely for the sake of the Union that nothing may occur to make a change here.

The Army were exceedingly restive and uneasy for the little time there was a change, and Grant's presence here was a God send. You have enough to do to read my official letters, which are very long, but flag officers are the only persons entitled to write long letters. I take it for granted that you don't tire reading what concerns the good of our Union.

Evening.—Another of the crew of the Indianola has just come in (a negro)—he says the Indianola was attacked by six vessels (this is doubtful)—that two of them were sunk by her guns—that the Webb has her bow knocked off, and was one of the vessels sunk—that

on Wednesday evening at sunset, the Ram Queen came rushing down from Warrenton, the crew singing out to the pickets on the bank, that an iron clad gun boat was coming down, to look out for themselves,—a short time afterwards he heard the explosion, which the negroes who fed him in his concealment told him was the blowing up of the Indianola, the rebels having done so to prevent her recapture,—that a short time after the imitation iron clad came down and ran into a slue or bayou, where she was when he left. He got a canoe at night and went off to her, and then discovered it was an imitation. The rebel cavalry deserted that place in consequence of the appearance of the monitor, and farmers sent despatches down to the rebels that she was there; they had not discovered the cheat when the negro left. We are about as wise as we were before—it may have been something else that blew up and not the Indianola. I have just got the Lafayette down here, unfinished, but will finish her here, some of her plates are at St. Louis but she is good enough without them. I begin to lose my faith in iron clads, I only believe in Rams.

Yours very truly

D. D. PORTER

We will I hope, have the canal open in a few days, enabling us to get our coal through: I dont care a snap for the batteries of a dark night.

The Lake Providence canal will be also opened in a few days, and the Father of Waters will take a new course into Red River.

The Expedition into Yazoo Pass had got in about twenty five miles when I last heard from them—they are working like beavers.

The two iron clads got along better than the rest. I sent on that Expedition, one of my new mortar boats,

2 Rams, 7 light clads, and 2 iron clads—in all 60 guns. The Rebels have *one* gun on the River, in an old steamer fitted up with cotton bales—I should not be surprised if she captured all our vessels!!

I am surprised at nothing in these times— Besides the Navy, there are about twenty army transports, and eight or ten thousand men. The army have kept our vessels waiting for them, and the newspapers have published an accurate account of our plans, and force—we will never succeed until the press is muzzled.

The Lafayette is here, but better suited for the harbor of New York. I have to lighten her already—her back is beginning to break.

I want the Government to give me the building of *one* vessel, and I will build something that will whip all these vessels put together, and she shall have but one gun.

The last we heard of the Indianola was, the Rebels had got her on a sand bar a mile below where she was captured, and were trying to save her.

The wooden Monitor ran down on them and took a short cut through a "shoot" having an island between her and the Indianola—about this time an explosion took place. The rebels heard nothing since then—this we got from a truce boat. We also learn by the same source, that the Rams "Queen" and "Webb" were the only vessels that attacked the Indianola—they had no others.

Brown went along in the middle of the river, and they had just the chance they wanted to attack him—on both sides at once.

Very truly yours

Hon. G. V. Fox
Assist Sec'y of Navy
Washington D. C.

DAVID D. PORTER

[G. V. FOX TO D. D. PORTER]

Private

Navy Department
April 6th, 1863.

Dear Porter.

I have been wanting to write to you for some weeks, but have so much to say as to lead me constantly to defer the matter, until I have so much on hand that it cannot be communcated in a letter. The Tribune says that the 86 years that the Navy has been in existence has not recorded so many disasters as have taken place within the last year. Having protested in cabinet meeting against this ram fleet under soldiers and as at present organized, I was prepared for trouble though not on such a large scale— Brown, however, seems to have capped the climax, and the impression seems to be from those who are acquainted with his failure that he has acted treacherously. There comes up a little inquiry from the West as to Watson Smiths capacity. I do not know him nor what he has been about, except that he has failed; but the President constantly predicted that he should be perfectly satisfied if they got out of that pass safe. The man who has shown in all previous responsibility the most brains, does not seem to have charge of any expeditions, I mean Phelps.

The President thinks it very important to keep a force below Vicksburg and I sent him your dispatches showing that to have been your original idea.

He approves of Farragut's passage of the batteries and consents to the loss of the Mississippi for the brief stoppage it makes of supplies. What I fear is that while Farragut is in the river, Buchanan will be out of

Mobile and attack our fleet with his iron clads. I fear disaster there every day, and I hope you can arrange it so as to get him out safely and as early as possible.

Charleston will probably be attacked this week and if we are successful, they will lose heart all round, otherwise look out. We have lost our best vessels without much of a fight, captured by soldiers, their Navy seems to be outdone by horse marines. We were repulsed at Port Hudson, but our people redeemed the affair by heroic courage and endurance. The people however, will have nothing but success and they are right. The old cry is commencing against Mr Welles for not giving it to them.

Truly Your's

A. R. Admiral D. D. Porter — G. V. Fox

P. S. We are likely to have some trouble because you do not send prizes to the *Judge* as required by law. The Marshal has nothing to do with the matter.

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron,
Yazoo River
April 16 1863

My Dear Fox.

I have just received yours of April 6th, am glad to hear from you.

I am not surprised that you are anxious about the doings of the Ram Fleet—thank God, I have got rid of them for a short time,—I sent them all up the Tennessee River where the great fight is going to be, but I should not be surprised if they were all gobbled up.

I was very near arresting old Ellet, and should have done so, had he not withdrawn a letter he wrote me. I used to think the Colonel was a good fellow, but he is only fit to run the Batteries at Vicksburg, without any result.

He, and the rest of them, are brave, but they have no brains.

You ask me about Phelps. I have ordered him in command, up the Tennessee, while Fitch commands in the Cumberland.

The Tennessee River is so important to us now, that I am getting every boat that I can spare there.

Rosecrans seems to have lost his wits, if he ever had any,—the responsibility has crazed him, and if he don't see a gun boat out of every window, he thinks he is gone. I gave Fitch orders to put every Captain of a transport in irons, who dared to move without a gun boat, and yet Rosecrans will send them off alone, when he knows the Rebels are all looking out for them—his course altogether does not meet approval out here—he is a good fighting man, but no General.

As regards the case of George Brown of the Indianola, I think him loyal, but he acted like a fool—he never had a prettier chance to capture two vessels—if he had managed his vessels as I told him, he would have knocked day light through the rebels in short order.

In relation to Watson Smith—poor fellow, he was taken ill the day he left here—he stood up to his work until he fainted time after time, and never left it until the Fort (Pemberton) was invested. He committed the mistake though, that many commit, he should have given up sooner, but he had not the moral courage to do so. He did not move as fast as he ought to have done, but he is in no way responsible for the failure to take Fort Pemberton. When the gun boats had com-

pletely silenced it and the De Kalb was throwing a shell into it every 15 minutes, merely for form's sake, the General Commanding begged and insisted on his (Walker) withdrawing, and said that re-enforcements were on the way, and in the morning they would be able to assault it—they saw what an easy prey it would be, and they did not want the Navy to have the credit. The Fort was entirely out of ammunition, and the rebels on the point of retreating; their best transport, the Magnolia was sunk by a shot, which delayed them, so what seemed a misfortune at first was in their favor at last. Ammunition and guns came up. Our Army Officers delayed, until delay was fatal. Foster's letter gives you the whole story.

None of you seem to be aware of the importance of Yazoo Pass.

It is now a safe and easy channel into the heart of Mississippi. At high water the whole country is inundated on both sides of the Pass. No rebel troops can approach it; one or two fellows fired on our men from distant houses, or in skiffs, but little damage was done. We did *them* a good deal of harm, they scuttled the Star of the West and Magnolia (a proposed Ram)—we made them destroy one or two steamers, destroyed two million of bushels of corn, and brought away a thousand bales of cotton. This is better than sitting down and doing nothing. Had the party pushed down, and not waited for the soldiers—which is the fault Smith committed, we would have captured every town and vessel on the Yazoo—but it was not done and there is no use talking about it—if you could only once have to co-operate with the soldiers and see the inefficiency of some of them, you would wonder that we ever did anything together— It is too long to write about, I will tell you about them some of these days.

I was to have been below Vicksburg last night, but as usual the Military department was behind hand. I go tonight whether they are ready or not.

We will be put to our wits end to maintain a squadron below, but man was made to work and I can do as much as anyone.

I am afraid our people are too insatiate; they forget in their desire for success, that the rebels are at the breech of the gun, and we at the muzzle. They (the Rebs) are like a man inside of a house, windows barricaded, muskets out of a thousand loop holes, a "chevaux de frise" all around, and a wide ditch outside of that—*we* are in the position of boys throwing grass at him and expecting him to cave in—yet we win after all—we don't go backwards, we advance slowly notwithstanding "Copperheads" and old "Greeleys," and by the grace of God, I hope to see us yet with Uncle Abe's foot on Jeff. Davis' neck. I may be used up in mind and body before the time comes but come it will, as sure as there is a sun in heaven.

We must not grow fainthearted or weary. The man who called on Hercules for help, would never have got his wagon out of the mud, had he not put his shoulder to the wheel.

I am sorry to hear we have met a failure at Charleston, but still it don't move me an inch—it has to cave in some of these days, even if we have to wipe them all out.

Vicksburg is harder to take than Charleston, and you must not be surprised that our crazy old turtles cannot do any thing with it.

I will put them any where, and go in them where there is the least chance of gaining an inch.

The reason why Phelps has been on no expedition, is because he begged me so hard to let him undertake

the *resurrection* of the Eastport, which he is somewhat responsible for the breaking down of.

He has been most useful to me in getting the Lafayette and Choctaw out of the hands of the Philistines. I have got those vessels fitted, and partly finished by my own individual exertions backed by Phelps. He has been working where most needed, and much pleased with the confidence reposed in him. I want a few more Lieutenants for the new iron clads coming out.

Hoping that our present move may end in something,

I remain, Very truly

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

Private

Mississippi Squadron
Flag Ship "Benton"
New Carthage—Miss River
April 17 1863

My dear Fox—

I wrote you yesterday notifying you that we were going to pass the batteries at Vicksburg, which we did last night.

In my communication to the Secretary of the Navy I did not say anything about our damages, as it will not do to let the enemy know how often they hit us, and show how vulnerable we are.

Their heavy shot walked right through us, as if we were made of putty—as to the "Lafayette," the shot went in one side, and came out the other.

The "Tuscumbia" was hit under water, and her plate smashed in. The enemy fired at us hundred and

thirty pounders—in fact, all kinds of missiles were flying through the air—the screaming of shot resembling something to be heard only in the infernal regions.

We got through safe though, and had only about 14 wounded—none killed—which is very remarkable, considering the Squadron was under fire two hours and thirty minutes. We lost one transport, that was struck, I think, by a mortar shell (13 inch), fired at point blank—one was disabled, and one got through. All hands on the transport were drunk, and when Shirk in the Tuscumbia (who had charge of bringing up the transports) took the Forest Queen in tow, to take her in to safe quarters, he could scarcely get a line from her.

It was a jolly scene throughout, and I reckon that the City of Vicksburg never got a better hammering. We all drifted by slowly, and opened on them with shell, shrapnel, and cannister, as hard as we could fire. I could hear the bricks falling on to the floor of the houses. I was a little worried when I saw the Henry Clay on fire, but I soon saw with a glass that she was none of ours, and both sides of the river being lit up by the rebels, every thing was as bright as day. The scene along the river was beautiful—hundreds of little bunches of cotton all afire, from the Henry Clay, were floating down on the water, helping to light up, what was already too light for us. These bunches of cotton followed us down the river, and when we anchored below Warrenton, it looked as if a thousand steamers were coming down.

We arrived at Carthage, in good time to keep McClernand from trouble.

The rebels had brought up from Grand Gulf in a steamer a number of troops, which had already attacked him with field pieces. A steamer, supposed to be the "Queen of the West" had reconnoitered the position,

and they were in dread of being hourly attacked. Surrounded by water, with nothing but the levee to stand on, they would have fallen an easy prey. They had mounted a stove pipe on a pair of cart wheels, but that did not seem to give any one confidence—they shouted when they saw the gun-boats. The transports had in tow, three large barges, loaded with army regimental colors, tents, and officers & soldiers baggage—in the melee they were cut adrift and floated safely to New Carthage.

What a prize they would have been, had the rebels got them.

As usual, the army are nowhere; the Canal or bayou will not be opened for a week, so that barges can come through, and they have let in the water too soon from the other end, and drowned the roads. McClernand has 15,000 troops here, and cannot get provisions until the barges come through, unless they send it in launches.

The transport that got through brings 100,000 rations, and the "Forest Queen" which has to be repaired before she comes down, has 100,000 more. I have to wait for coal, as two of our barges were sunk—one by shell, the other by having a transport run into her.

Gen'l Grant has just come over—he reports the canal —a willow bayou, progressing finely. This is a deep bayou—commencing 4 miles above Yazoo River, and emptying into the Mississippi at this place—we will finally bring steamers of light draft through.

We hope to be in possession of Grand Gulf in four days, but will have to fight for it— I then push on to Farragut and will get him past Hudson as easy as possible.

God only can foresee, what will be the result of all this, but it will amuse the people for a time.

I have left a good force at Yazoo, and up River to

protect all points—that force will be increased by the addition of the Cincinnati, Choctaw and Chillicothe.

The vessels that came down with me are the Benton, Lafayette, Tuscumbia (which I have fixed up) Pittsburgh, Price, Mound City, Carondelet, Louisville and tug Ivy.

I did not report the ships from prudential motives nor did I report damages from the same reasons. Please ask Heap to report me well to my wife.

Yours very respectfully & truly

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

Private

U. S. Mississippi Squadron
Flag Ship "Benton"
Ashwood Landing
April 25 1863

Dear Fox—

It is a hot disagreeable day, giving us a foretaste of what the summer is going to be—it makes one feel hotter looking at the lazy soldiers, who are brought down unwillingly to pump out their barges, and who let them sink before their eyes, before they will attempt to save them. I am quite depressed with this adventure, which as you know never met with my approval—still urged by the Army on one side, the President's wishes and the hints of the Secretary that it was most necessary, I had to come, and will do all that can be done, while I am here. If I could depend on the army I should have no misgivings, but though it will not do to say so publicly, I have no confidence whatever. Sherman, the moving

spirit is left behind, when he should have been in the advance. With his corps we might ere this have landed on the Mississippi side of the river, for he scorns tents and eatables, and pushes his men ahead when there is an object in view.

Grant has sent McClernand's and Carr's corps in advance, and it seems to me they have done nothing but encamp, and then move a mile or two. The difficulties of transportation are very great, and there should have been no tents, or useless lumber accompanying this expedition—we could have landed thirty thousand men on the Mississippi side three days ago.

Before I left—Grant informed me that a division of twenty thousand men was below Carthage (he had a right to think so), and I was afraid I should be behind time:—but when I reconnoitred the works at Grand Gulf, I found them unfinished, and sent up for men to come and take possession, they could muster but four thousand—in the mean time, I found out that the enemy had already marched 12,000 to that point, and I did not believe that our four thousand could capture them, especially those that I saw embarked. I stopped the movement until Grant should come.

He came yesterday, reconnoitred the forts, and calculated to embark today—I see no hopes of it, and the party has gone to look for a new route to Vicksburg. As far as the army is concerned it matters but little, for if they can get over their supplies, they are as well off here as any where—but to us who have no wagons, and can't depend on the army, it is another matter. I brought all the coal barges the fleet could safely tow, which made them very unmanageable, and all the provisions the vessels could store. Short allowance, and foraging, we can eke out two months. Now and then

of a rainy dark night we can send a barge safe past the batteries—but the rebels row boats guard now with axes ready to cut any barge to pieces, and sink it, and also keep a light shining up the river at all times.

The Bayou or Canal is, or will, soon fall, as the river is going down a foot a day, and if it goes on this way for six days, there is an end of that means of supply.

As the water falls, transportation by land becomes easier, but then we have cut off our best route by that foolish canal opposite Vicksburg—the levees caved in, and the whole country is inundated, and will be for a long time to come. My advice to Grant was to take up the rail road opposite Vicksburg, and lay it down at once for this point—then we can stay here until doomsday, and with no inconvenience.

It was not a difficult matter to maintain one or two vessels below, as I intended to do the Indianola, and Queen of the West, but when it comes to a Squadron like this, it is another thing altogether, and less than what I have would be of no use. You may remember a letter I wrote Farragut when I left the Mississippi, (a copy of which I sent to the Department), if you will read over that letter again, you will see how my predictions have been verified, and by leaving Red River and Port Hudson unoccupied, the enemy have gained an advantage over us, that we may never regain. I calculate that we can regain Grand Gulf, but whether we will do so, is another thing. I have no fear of the batteries, though they are becoming daily more formidable, but if we attack them and drive the men off without troops to take them, it will be of no use. I went down in the Lafayette the other day, and opened on the upper works, but the people only ran out, and scampered off over the hills, looking at us over the sum-

mits—they would have been delighted to see us land—it would have been better than squirrel shooting to them. If Grant will do as I want him to, we will take Grand Gulf without any loss; but he seems to think these soldiers will assault a hill two hundred feet high, at an angle of 60 degrees—they cannot and won't do it. I propose to march all the men over a good road below Grand Gulf, run by with transports, barges and gunboats, and in an hour we can transport 20,000 men over the river.

He wants to attack it direct, under the fire of the gunboats. It is his army, and he can do as he pleases, but he cannot do what he expects. I am in hopes he will change his plan. He has sent a party to examine the road, which should have been done 6 days ago, and there is no reason why we should not have been over there. This army has been sitting down in tents all winter, and the best thing they can do now, is to burn the tents up, or let the rebels get them and turn luxurious. In the mean time I am anxious to relieve Farragut, tho' he is on his own beat, and is in a measure responsible for all the trouble at Port Hudson and Red River—until I get my coal and provisions through, I can only stay at Red River six weeks and when starvation begins to come, run the Port Hudson batteries to N. Orleans! That's what we might call changing the base with a vengeance. I am putting things in their worst light now, as far as the squadron is concerned.

I have good and true men above Vicksburg, who are doing all they can to send us provisions, and the only person I expect delay from, is Mr. Boggs, who is not the fastest man in the world—he has scarcely kept the squadron supplied with provisions, and then only after rebuking letters from me.

I am one of those who believe that all these matters are regulated by a wise Providence—we are carried along by an irresistible fate, which we don't seem to be able to contend against. Blindness seems to have fallen on our military leaders, when the mistakes they were committing were apparent as noonday sun—all this may have been intended, and the very mistakes we are daily committing, may yet be the means of achieving a victory at last; for I can never think that Providence could smile on these rebellious people and their disgusting institutions.

This move has very much disconcerted them at Vicksburg—when the water falls, the army can march on to the city by many directions, but then we must have an army, not a skeleton of one.

We are lying right opposite Jeff Davis' plantation, and there is a road at low water which leads direct to Vicksburg—it would be curious if we should go there through Jeff's front door. Our people don't reconnoitre—there seems to be no dare deviltry amongst them—no enterprise. I have better maps than the army has, Sherman is the only man posted up in the topography of the country, and I believe has more brains than all put together. Grant works like a horse, while he should make others do it for him, and will wear himself out, he is not well now, but that don't stop him,—he cannot however make officers out of the material he has with him—there are but few worth any thing. I have written you a long letter, and you will likely not be put to the trouble of reading another for a long time to come. I wanted to give you an insight into the "situation" as Bennett of the Herald calls it, and if there is any thing you can do to expedite matters here, and shove the soldiers along, please do it.

We have a fine body of men, but I never see any officers about, it looks as if they were all on their own hook. The health of the Squadron is pretty good, though it is not time yet for disease to set in. There is one favor I would ask of you, that is to have orders given to supply the Navy with provisions as rapidly as possible, and at all times. I know the army will run short and we can't depend on that source for supply. There should be an immense number of wagons sent here and a portion of them set apart for the Navy. There will be a haul of 20 miles when the water is low,—now it is about 45 over a not very good road, still the roads will improve. If my people can get barges through this week, we will have large supplies on hand, if not, they will come in slowly. Impatient as I am, and have been, at this unlooked for and (it seems to me) unnecessary delay, I am determined to do nothing that will enable the army to throw any of the blame of want of success, on me; they shall have it all their own way, and be whipped to suit themselves, while I will cooperate with them in every way. They seem to have no idea of the value of time, and I some times think their military leaders don't want this war to end—with peace comes their banishment to private life.

I have a rumor that two of the light drafts have been worsted or destroyed by cavalry up the Cumberland River—I hardly credit it, for I don't see how cavalry can take a gun boat, tho' their horse marines did take the Indianola. These rumors come often through Secesh papers. My orders are that three of the light drafts shall always be together, and under no circumstances move singly. I have sent Fitch into the Cumberland—he is an enterprising officer, tho' too ambitious to be making expeditions on shore, and does not

confine himself sufficiently to convoying—which is not very attractive work.

The Tennessee and Cumberland will soon be too low for our smallest boats to go up any distance and Rosecrans will have to paddle his own canoe.

Very truly &c

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

Private

U. S. Mississippi Squadron,
Flag Ship "Benton"
Below Grand Gulf
May 1 1863

Dear Fox

You have ere this received my official accounts of our fight at Grand Gulf, but there are many things one can say in a private letter that cannot be said in an official despatch. It will not do always to report the injury done to the vessels, as it gives the rebels heart to know how they have damaged us, and I said as little about the matter as possible. Knowing that the forts were strong, I did not calculate to take possession of them, unless the army would land under cover of our fire, and this I certainly calculated they would. I gave the lower batteries, consisting of 9 guns, in charge of the Carondelet, Mound City, Louisville, and Pittsburgh—these vessels mostly tied up to the bank about 600 yards from the different batteries—in about four hours they had nearly covered the guns up with earth, and the batteries were silenced, the army in the transports looking on, quite

amused at the *show*. In the mean time I was engaged with the upper battery of 3 heavy and 1 light gun, and a side battery of one or two guns—the former at a distance of 60 yards. Our injuries speak for themselves. We fought that battery for five hours and thirty minutes, having been under fire for over five hours.

The Tuscumbia supported us, as long as she was manageable, but that great vessel, which I supposed would whip the whole Squadron, was knocked into a cocked hat,—she soon drifted out of action much to the mortification of her gallant Commander. At the place where I laid, the current was six knots, and the eddy three knots, and the vessels went turning around like a teetotum, fighting bow, stern, and side guns at the same time; still with all this the old Benton kept her position until her pilot house was knocked to pieces and her wheel shattered, when she went down stream for twenty minutes, and again resumed her fire close under the guns—the "Pittsburgh" came up about this time, and together, we poured in a cross fire. The Lafayette having taken position above the fort, and enfiladed it with her stern guns. I then made signal to close up on the upper fort, which all the vessels except the Tuscumbia, did (she being disabled), and we opened such a fire that there was little response, a gun fired only once in ten minutes.

Grant was lying about 1,400 yards above in his tug—I left the vessels fighting the big battery and communicated with him—he enquired "if the transports could pass" I told him, he might get one shot, but no more—at that moment the fort was not firing at all. The General thought it best to disembark the troops, and march them across the land—a chance shot, he thought, might blow up a steamer, and they were densely packed. I myself would have risked it, and after all we had gone

through I expected it, but the General thought it a safer thing to make a landing on the other side, which he did, and I made signal to the vessels to come up— The vessels left the fort without a gun being fired at them, and I sent Walke back to lie above them, and drive out any working parties that might be there—this, he did, and the rebels after firing two or three shots, cleared out. I am of opinion that the rebels were out of ammunition, for two of the upper guns did not fire at all, and the other large guns, only once in 10 or 15 minutes. I could not see that any of the guns were dismounted, though they were nearly covered up with earth—we could not keep the vessels quiet enough to fire into muzzles. These bluffs were about 60 feet high, and their plunging 100 pounders played sad havock with us perforating us a number of times, though not always. 56 shots hit our hull and casemates. The Benton, Tuscumbia & Pittsburgh lost 76 in killed and wounded, and our decks are lined with cots.

I was disappointed at the course of the Army, but in no way, ventured to influence Grant, whom I like very much, and I wanted to see him do what he thought best; he has the entire responsibility of the move, and he is taking the safe course:—still it was a pity to have so much slaughter for nothing at all, beyond the moral effect, our fire caused,—notwithstanding our decks were covered with wounded, I did not hesitate at his request to go down after sunset, and attack the fort again, keeping them quiet until the transports passed safely. After an hours brisk fire, we joined the troops below and commenced taking them across the river—up to this time we have landed 40,000 men and much artillery.

The army marched yesterday at ten o'clock, and we heard firing this morning at nine in their direction. They should have Grand Gulf in their possession by

sunset, and then march on to Vicksburg by the 3d of May—that is what ought to be done, but I doubt if it will be,—the men are full of spirits, but I have seen them under fire before, and they did not behave well.

Five hours constant fighting told on every one, but I never saw better pluck displayed. One shell exploded in our side, killing 7 and wounding 20, but there was no flinching. The scene was appalling, but no man stopped his work after the smoke cleared away, and "give it to 'em, boys" was echoed by all the crew— A shell set us on fire near the shell room—it was put out as coolly as if at exercise. So it was in all the vessels, and they would have sunk at their guns if necessary. The Tuscumbia is literally cut to pieces in her light work—the shots could not be counted. Her iron work, except in the thickest part, did not stop the rifled shot—heavy plates were knocked from her casemate and fell overboard—all her hog chains gone, her wheel guards dragging in the water, and both ends dropping. The Brown gun-boats are entire failures, which I attribute to that man Hartt, (who disobeyed my instructions in relation to these boats in every respect)—who ought to be hung for neglecting matters when the lives of the men, and the honor of the nation is at stake. I have said as much as this officially, I believe, I don't know if it will remove an incompetent and dishonest man.

The Ozark will be another failure—she has not the frame even, of a coal barge.

We will all have to work hard here to keep ourselves supplied. I can hold out 2½ months, except in men.

I am very short, and want 150 to make up my crews. As soon as I can get my wounded and sick on shore, I am going to stand by, and attack the batteries again, when the army attack by land. I hope the Navy will plant the first flag on them. We fired 2,300 times.

Very few of our shells burst, which made them about equal to round shot. We will have to economize some, until I can get another supply—what the chances are of doing so by land, you can imagine.

Very truly &c

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

Unofficial

Mississippi Squadron
Flag Ship "Gen'l Price"
New Carthage
May 14 1863

Dear Fox

I have just returned from Alexandria, and had a hard time, towing the Benton half way up here with this ship. We cleaned out the river (Red River) as far as we could go—destroyed all the forts we could, and left word to have the others destroyed at leisure—they were beautiful works and hard to break up.

I left Banks there, who came in 24 hours after I took possession—instead of taking Port Hudson he is gallivanting about the country "avoiding a direct attack." Port Hudson in the mean time is being evacuated, not 3,000 men in the fort. I hear that Hunter is in N. Orleans with 50,000 men and 100,000 reporters.

Banks has not more than 20,000 reporters!! Grant lies within thirty miles of Vicksburg waiting for reenforcements, from Banks—when he gets them, let him make a note of it.

Our hard times are yet to come, and I am bound up to Warrenton to see about coal and provisions—we have

enough left yet for a month, when Vicksburg (?) is taken we will get more, but not before.

I have no assurance that it will be taken; the rebels will fight hard for it, and now that Hooker has been licked I expect to see our party falling back on the gunboats.

Very truly

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

Unofficial

U. S. Mississippi Squadron,
Flag Ship Black Hawk.
Off Vicksburg July 10th 1863.

Dear Fox

I have tried to write you of late, but never could find the time.

You get enough of my public dispatches however.

I suppose you all feel satisfied at the happy celebration of our 4th at Vicksburg and Helena.

The Rebels have been thrashed so badly all along the River by the Army and Gunboats that they are perfectly demoralized and are fleeing in all directions. On the day before the surrender of Vicksburg we opened such a fire on the town, and water batteries from three heavy guns I had on scows that the water batteries gave it up and the town was vacated.

Tho' great damage has been done by the Mortars, and our heavy guns in the rear, this is acknowledged by all the Army, though I say but little about it in my official report.

The affair at Helena was settled by the "Tyler." She saved the day as she has done before. I enclose you a note from Phelps which tells the story. Had my orders been carried out, and the "Bragg" remained there, it would have been still worse for them, but Mr. Bishop was too anxious to get to Memphis and left the place without a Gunboat.

The prisoners are all going out to day and we are left at leisure to plan.

I have sent a strong force to Red River either to co-operate with Farragut or ascend the Tensas (another of my favorite creeks) and cut off the remainder of Price's Army. I would have gone down at once to Farragut but did not want them to say I came to reap the glory when the place was ready to fall. I have sent to inform him that I am all ready. I am supplying his Squadron with coal and provisions. I will send him all he wants. Port Hudson must fall in a day or two. Joe Johnston, from whom they expected relief, is flying before Sherman perfectly demoralized. If ever the Rebels caught it they have caught it now.

We have a great deal of sickness and mortality in the fleet, I am sick myself but fight up against it. I hope the news we hear from the East is correct, that Lee is retreating before Meade. If so the Rebs will be in small quarters. If Rosecrans would do his share it would be splendid, but he does nothing, and depends on Gun boats.

It is very hot here and you must excuse my short letter

With best wishes I remain Yours Truly

DAVID D. PORTER

G. V. Fox
Asst. Secretary, &c
Washington D. C.

[G. V. FOX TO D. D. PORTER]

Private.

Navy Department
July 16 1863.

Dear Admiral.

Charlie Guild goes off to day with that Commission which I promised to obtain for you when the Mississippi was opened. You have nobly gained it though it is a king's reward. Du Pont failed us at Charleston and Foote was selected with Dahlgren as second now first by the death of our old Chief. I also got Gilmore sent down as a man who believed that Charleston could be taken and the result is that we have just learned that a brilliant lodgement was made on Morrisons Island a move that Du Pont declared impracticable.

We can have no friends in this business however great their names who look back in the great work of crushing out the rebellion. Our Iron Clads at Charleston were only dented, yours have been perforated through & through in every engagement yet we get no dispatches from you that they are failures, and that nothing can be done.

Dahlgren and Gilmore will certainly take Charleston. Du Pont ought to have closed his fine career by this great deed, but he would not.

Lee has finally got off into Virginia much to the disgust of everybody but he has left forty thousand of his army of invasion behind. The rebellion is going overboard fast.

We send you no orders since the opening of the river because your movements depend upon the army and we

do not know what they are going to do, and knowing well that you will co-operate in the future as you have done in the past. Halleck has sent an expedition up White River and at his suggestion we have telegraphed Pennock to aid him with light drafts. It would be a great blessing if you and Farragut could hitch teams and capture Mobile thus finishing the Mississippi and the Gulf now whilst all rebeldom is in an infernal panic. This is my own idea without taking into consideration any movements in the great work still resting on your hands. I only know the people are struck with rapid deeds like this and will appreciate the disregard of self which would be implied in your serving for the public good under that noble old chief Farragut.

I do not ask you to keep my boy Charley out of fire especially—when as he says you always lead, but he looks slim and if his constitution is likely to be shattered I beg of you to send him North. He is a good brave boy and his heart is filled with admiration of you.

If we can get Charleston and Mobile it will release vessels to follow the pirates who are burning and destroying with impunity. If the Mississippi had been opened when we determined upon continuing work upon Charleston we should have sent for you as one that knows no failure and that loves fighting.

Truly your friend

G. V. Fox

Rear Admiral
David D. Porter
Comd'g Mississippi Squadron—

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron
Flag Ship Black Hawk
Cairo—August 16 1863

My Dear Fox.

I am glad to see your hand writing again, I thought you had forgotten us in these parts. Your letter, nephew, and my commission, all came the same day—three unexpected pleasures.

As you say, the receipt of the latter is a reward worthy of a King, and the only drawback is, the knowledge that there are others who are as much entitled to it as I am, and would have done what I have done, if they had been placed in my position—I feel also that I am indebted to you, and the kind partiality of Mr. Welles for being where I now am; not forgetting the kind Providence, without whose aid all efforts are unavailing.

I have just returned from New Orleans, where I went to confer with Farragut, but as he was ordered home there was nothing to be done in concert.

I relieved his vessels from picket duty, and supplied their place with eleven of my own, will send four more, which will occupy all dangerous places.

The moment Vicksburg fell I sent the fleet to the mouth of Red River—had all the mortars ready to start at a moments notice, and sent word to Farragut that Vicksburg had fallen, and that we were ready to help him. I thought it would be indelicate to go nearer to a place that was hanging by the eyelids, without consulting him, and wishing the old hero to have what credit was due to him—the cheers however given by the

tars on the fall of Vicksburg, brought the rebels to their senses, and they easily gave up. Farragut returned to New Orleans with scarcely a notice from the local press, which was eulogizing Banks in every column. So they go in the Dept. of the Gulf.

I am flying about as fast as steam can carry me, looking at the different posts and regulating them.

I want a few more vessels to make the thing complete.

The army must not however sit down and rest, but be chasing these fellows up—let them have no rest. I have made arrangements for any expedition that Grant may propose, or agree to.

I came here to look a little into matters and things and expedite the vessels repairing, and shall be off again as soon as I can dock this vessel, or sooner if I cannot.

I hear you have sent me a leave—I am very much obliged for the kindness, but cannot take advantage of it while there is any thing left to do: some of these days I may ask for the indulgence, to enable me to attend to my private affairs, which are rather down at the heels.

I saw the "Cincinnati" afloat and on her way to Cairo before I left Vicksburg—and the "Indianola" ready to be put in the water.

Walker is at work at the "DeKalb," and Selfridge fishing after the "Cairo"—I don't despair of getting them all on picket duty again—it will not be for want of trying if I don't.

I shall take the best care of Guild, and if he has a return of the fever, will send him North. I am the only one in the vessel who has not been down with it, and in the last week we have lost one man per day—mostly I think for want of medicine. I take pretty good care of myself and live generously which is the secret of health in this climate.

I think the army has gone into summer quarters, and nothing more will be done 'till cold weather sets in—the sickness and mortality are very great, and the soldiers want rest and reorganizing.

I shall propose the capture of Harrisonburg on my return to Vicksburg, and with the capture of that, ends the enemy's last stronghold near the River.

What you say of Mobile we have all talked of, and with good luck it would be practicable; we might get some of our own ironclads there in a perfect calm, but in the least seaway they would break in two, and there is no inland navigation. I am always ready to act under Farragut or any one else, provided we can accomplish anything. I think the only way to be successful is a perfect combination of Army and Navy—it is useless for either branch of the service to attempt any thing on a grand scale, without the aid of the other.

I am a little afraid that Gilmore has not troops enough at Charleston—if he can get Cummings Point, Sumpter is gone. I felt sorry for Dupont—he was a little too hasty in his opinions about the Monitors, but was badly used by the press, before the real facts could be known. He is past the time of life for brilliant deeds for age makes sad inroads into a man's character—age and caution, go together. I feel nervous nowadays whenever it squalls, and cannot help sending to Breese to take a reef in the smoke stack. We will all come to it, and should know it, and be less selfish when we see younger men put in the right places. There are few instances in history where a man became a hero, after 35 years of age.

Most truly yours

DAVID D. PORTER

[D. D. PORTER TO G. V. FOX]

U. S. Mississippi Squadron
Flag Ship Black Hawk.
Cairo—October 26th 1863

My Dear Fox.

I commence a letter to you every now and then but don't have a chance to finish it, and you get so many official ones that you must be tired reading them. I have just received one from Heap telling me that you are all a little uneasy about the Tennessee. As far as I am concerned, you need not be, for I commenced on that business the moment I heard that Rosecrans had got into a scrape. I made arrangements to keep the Tennessee open as far as I was able. At one time there was a prospect of my having my hands full, for there was a plan on foot of which I received notice that a portion of Wheeler and Forrest Cavalry (which cross the Tennessee) intended to penetrate to the Ohio River, capture a Steamboat, cross the River and proceed at once to Columbus and release Morgan and his men. The thing though apparently a dangerous undertaking was possible after the confusion created by Rosecrans' difficulties, and I got the Gunboats down from above to circumvent them. That enabled me to be ready for convoying transports on the Cumberland. I have to work these Gunboats to try and suit all parties and was obliged a short time ago to leave the Ohio River District without proper protection, to send Boats to General Banks' District. When Farragut left he made a clean sweep and took every thing he had with him, leaving me scarce time to get a vessel down before his were

removed. The Gun Boats were at the mouth of the Tennessee when the rise took place, and if they succeed in getting over Harpeth Shoals they will have joined Sherman before this. I sent Phelps in charge and could not go myself without delaying matters here, but when I get all the vessels under way will take entire charge of the Tennessee River myself, which I do now only I am not present. Only one transport has arrived here and two more are expected during the day when I will send them right up the River as far as they can go, but am afraid the Tennessee is falling. Still if they can get over the Shoals they can go within a short distance of Eastport, where the main portion of Sherman's troops now are.

I dont think Grant intends to move up Sherman any closer for the present, which I think is a wise course, for the Rebels would certainly come in from the South East and interrupt his communications, and we should have the old affair of Shiloh and Pittsburg Landing over again. By remaining at Tuscumbia and Eastport he can prevent the Rebels from cutting in from their present positions, and interrupting the River Navigation, or cutting off supplies; for if they should come in there in force, we could throw in ten men to their one by Rail from Memphis and I think if the Enemy attempts to throw any force into West Tennessee (west of Athens) they will be overpowered and captured.

The great mistake Rosecrans has made all along was not having strong Outposts at Florence, Eastport, Decatur, Gunters Landing, and Bridgeport, with a good Cavalry force moving about. It would be impossible thus for the "Rebs" to get into West Tennessee, unless they wanted to rob in small parties and run the risk of capture. The position Sherman now holds is equivalent to what I have above mentioned, and 40 thousand men

would have to work hard to dislodge him when he once crosses the River.

The position on and along the Rail Road runs at right angles with the Tennessee River, and I dont believe the Rebels will attempt to interfere with us in that direction to any serious extent.

It was a most unfortunate thing that Rosecrans moved when he did. If he could have got Sherman's Corps to Eastport before he moved, and let the water rise, so that under no circumstances could he have been troubled for want of provisions, it would have been a different affair, provided he had not given the enemy the advantage. Still I hope it will all turn out right. I have sent to purchase more boats and will send more to Banks down the River if he wishes them, but how he is going to get them into Berwicks Bay now without going to Sea I dont know. His District is better protected than any other, and there is not a single case where a transport has been molested; they are all convoyed past dangerous points. His troops are constantly getting picked up on shore but always out of reach of Gun Boats. There is no District on the River so quiet, or so well protected as from Red River to New Orleans. If however it is thought that any one else can do it better, I am willing they should try it.

I sent the Secretary of Navy a sketch the other day and if my plan is carried out it will do more towards putting a stop to the Rebels in Louisiana than any thing yet done.

What is going to be done about Red River as the water rises? for we shall then be hard at work in Tennessee, and Red River also. The Rebels are very dependent on that region for supplying their army in Louisiana. The whole of Red River Region is full of every thing; and though they have no Port Hudson to

supply, they have a place from which to draw supplies for other armies. Grant and myself talked of an expedition up there as soon as the River rises high enough, but he has gone, and so few troops are left behind that it will be impossible to do any thing more than blockade the River inside with Gun Boats, and operate down the Atchfalaya with Banks or whoever is there. The remarks about going up Red River with a combined force are worthy of consideration. I am all ready, or will be the moment the water begins to rise.

There is nothing new here; the Squadron is getting more healthy again. We have had a terrible time with sickness this year among officers and men. I hold my own, but am nearly dead for want of exercise and leaning over a desk, which was never an agreeable occupation to me.

Why dont you build some Rams just like the British ones? only of wood. I dont believe in so much iron for sea going vessels. People may think that wooden vessels are done for, but I think for certain purposes that they are as good as ever.

What we want now is fast Rams, there is nothing like ramming.

By the way the Ellet Marine Brigade have two Rams of a peculiar shape building at Albany out of the money with which they should have purchased coal. I dont know by what authority they were built, but cannot we get them and make something out of them before they go any further with them?

Grant has broken up the Marine Brigade and Ram Fleet, and is very properly going to turn them into Transports. The troops will be taken out of them. In that case the Rams now building will not be wanted by the Army. I think the Navy can attend to the Ram business, and if you can get them turned over I will

have them made good vessels that will Ram any thing that comes this way, either French or English or Rebel.

Kind regards to all friends and believe me

Yours truly & Sincerely

DAVID D. PORTER

I would like to get some good Ensigns out here, I believe I have used up all the material in the West, and have now a very creditable set of officers.

I never hesitate to get rid of a bad one, or of a sick one who will only be a burden to us, for we want no cats here that can't and won't catch mice. It has required a good deal of patience to drill these western fellows, but I believe they appreciate it, and though I am pretty strict with them, they like me as well as they do any one who is over them.

Will you expedite the orders to close with the contract for the ways, or I will have to lose time by letting vessels go on them, and at this moment an hours delay is worth something.

All the rivers are in a shocking condition, and the vessels get snagged and knocked to pieces with the best management.

I never allow them to lie by at night—the River is too long, and we would lose too much time.

Two of the Gunboats with heavy batteries are with Sherman at Eastport, which makes him feel very independent, I received a telegram from him this morning to that effect. If the transports could be shoved along a little faster, it would expedite matters. I am waiting for them,—only one has yet offered for convoy. I shall increase the Squadron cooperating with Sherman, so that if he gets hard pushed, he has only to fall back on the Gunboats.

I am going to send up some empty barges to enable

our troops to get over the River quick. I dont think Grant has a pontoon bridge in his whole army—he did not have when I was with him.

Very truly
D. D. P.

[G. V. FOX TO D. D. PORTER]

Navy Department
November 3d, 1863

Dear Admiral

Heap and your dispatches keep me posted in all your movements. The fact is though your squadron is the largest and covers more ground and has more discordant materials yet it gives us no trouble thanks to the ability which directs it. I have your long despatch of the 26 ult, which I showed to Halleck. I asked Heap to write you yesterday about those rams—Halleck says Stanton will transfer them if you will only tell us where they are etc, etc, nobody here knowing anything about them. I asked whether it would not be better to divide yours and Farragut's jurisdiction at the same place Banks stops at, so as to relieve you from Banks calls by obliging him to call upon Farragut We care nothing about it. Banks writes and sends home officers for light drafts but I do not understand exactly where he wants them. If tin clads will do for him you had better buy them otherwise not. The Winnebago has one turret on Ericsson's plan and another on Eads. I have been very much struck with the model of the latter, much more than when I consented to allow him to put it in and I beg of you to give it a rigid trial under your own eye, for if it succeeds I propose to build an ocean steamer

with one such turret containing two 15 & two 20 inch guns. speed 18 knots, 12 inch side armor and 18 inches for turret— I want to go out West to see the operation of this turret but I dont think I can and I will be more than satisfied with your report of it. All our new iron clads are rams. It is the peculiar feature of turret vessels on Ericssons plans only the first batch had no speed, I think 16 knots and 4 15 inch guns better than 8 knots and a whole broadside of 11 inch. Rowan thinks his Ironsides would thrash all the Monitors but while his whole broadside would not penetrate a Monitor one of their 15 inch shot would break in his sides. We are building wooden Monitors in the Yards with 14 inches side armor two turrets 15 inches thick and speed of 10 knots, also about 30 men of war privateers from 1 to 2000 tons and 15 knots speed so in case of a war with England we need not roam the ocean but keep them in the mouth of the English ports where their speed will ensure them safety, of course to get this speed they sacrifice the long broadside batteries so much more popular in the service than extraordinary speed.

If Eads turret is a success I think it will settle the question in favor of turrets as against casemates.

I am glad that your health is so good and that you are therefore able to stick it out. We will take care of you when it is over. The Michigan will have to stay at Sandusky this winter to guard Secesh prisoners.

Very truly yours

G. V. Fox

Rear Admiral
David D. Porter
Comd'g Mississippi Squadron.

[D. D. PORTER TO G. V. FOX]

Mississippi Squadron
Flag Ship "Black Hawk"
Cairo—Decr. 6th 1863

My Dear Fox

Looking at your "Carte de visite" to day, reminds me that I once sent you a very poor one in return, and now beg your acceptance of the enclosed; (which I think a good likeness and good picture) if you appreciate it enough give it a place in your Album.

I have not had time yet to go and look at Eads Turret; I wrote him to let me know when he had every thing ready and he has promised to do so. Breese looked at it, and thinks it very ingenious, but one can tell better about such matters when they see them fully tested. I think by January, the Turret will be ready for trial. I have received a letter from Heap to day, telling me he was on the point of resigning. Poor fellow! I know how he must feel at his loss, and I share his grief. He tells me you are willing that he should get some work out here, and not sever himself from the service; you know Heap's value as a man as well as I do, therefore it is needless for me to say that such a person here would be invaluable to me.

You must be aware that my labor here is very great though I say nothing about it; with the exception of one hours horse ride every day, I never leave this vessel,—go to my desk at seven o'clock, and seldom leave it until 10 o'clock at night. Of course I accomplish a great deal.

This Squadron is not like any other; it is an amphibi-

ous affair and we have to do things here that would not be allowed in regular service; all of which it would take too much time to explain.

In such matters the only way for the Government to do is to place full confidence in the Commander of Squadron. If he is not worth the confidence, he is unfit for the Command.

Now as regards Heap, I can appoint him to a position here, where he would be most eminently useful.

I am bothered to death with Pilots, there is a great rivalry between the Army and Navy to get them, and the Army pays any wages to get them away from us. At last things became so bad that I made an arrangement with General Burnside to conscript Pilots for me in the upper Cities, but the Supervisor of Pilots here, could not be depended on; he had not the courage to go to Cincinnati to do his duty &c. &c.

Now if the Department don't object to it, and I shall do nothing of the kind if they do,—I will appoint Heap to that berth, with Pilots pay, until such time as he can recover his health, which is fast breaking him down. He can serve me then in various ways, and do much service by communicating with the Directors of different Rail Roads and getting our things put through.

But for the popularity of the Navy out here we would fare badly, the Army monopolizes every thing, and last week they stopped our supplies altogether. On my writing a polite letter to the Directors, however, they came down in person to see me, and made it all right. It is one in a hundred such cases, when Heap could save the time and money, and if you approve of it he can take that berth.

He would fill it quite as well as a Pilot, who had not the pluck to do his duty, and fears to register the names of Pilots kept on the books of the Pilot association.

Heap said something about your wanting Guild to come out and take his place. I could not spare Guild, he is my right "bower"; it would upset me all round, besides he would not go away from here for something handsome, and there is no use talking about it—He'd mutiny on that, and so would I— Heap knows my opinion on that subject.

I hope you will agree to this; I have 60 vacancies in Pilots, and the pay of one of them won't be felt especially when the duty is legitimate, and I can get some one to enforce the regulations, which no Pilot will do; and I have no regular Naval Officer to spare. I was about applying for a Naval Officer for the purpose.

I could not very well explain all my views in a shorter letter, and hope I don't tire you.

Besides all the duties I require of Heap, he will perform all the duties of Judge Advocate, when a Court is convened. I have a good deal of labor in that respect.

Every thing is going on quietly and nicely. I expect you will have a troublesome time when Congress meets. Only get a few more "Dunderbergs" out of them, and we need fear no war with any foreign power.

Bennett, with his twaddle, may say what he pleases about our Secretary, but the Navy Department has kept France, and England quiet, and got ahead of the whole world in offensive and defensive warfare. I don't dread John Bull, or France, tomorrow, except for the damage they would do to our commerce.

With best wishes I remain,

Yours truly & Sincerely

DAVID D. PORTER
Rear Admiral

Hon. Gustavus V. Fox,
Asst. Secty of the Navy,
Washington, D. C.

[D. D. PORTER TO G. V. FOX]

Private

Cape Fear River
Feb. 19, 1864.

My Dear Fox

We are now within five miles of Wilmington, and would have been there long ago had Grant sent Terry men and kept Schofield away. We took Fort Anderson this morning, that is the gun boats whipped the Rebels clear out by sunset and they left afterwards taking their artillery with them, leaving us nothing but twelve large guns which they could not carry off. The Army claims the victory! of course, owing to their *strategic* movements when they were twelve miles away. I got up an *imitation* monitor; she ran by the battery at ten at night. The Rebs blew up all their submarine batteries on her without effect as we drew so little water—they then vamoosed as a deserter informed us, "the damned monitor having cut them off after hitting them all day"—after she passed up four or fives miles, the Ebb tide caught her and carried her to the wharf on the opposite side of the river, and at daylight she was discovered by the Rebels at "Sugar Loaf," who never stopped to look at her, but started on a full run— We *commandeered* all their works! It was an amusing affair altogether. The Wilmington papers reported her arrival when she first made her appearance there. Tomorrow night she will go in and tie close to the batteries, as she can pass over the obstructions at high water. The Rebs will be surprised to see her there and will no doubt expend a deal of ammunition on her. The best of the joke is,

in getting under way this morning to come up here, we forgot her but on a flood tide and fresh wind up the River, she made her appearance coming up *alone and joined the fleet* before the last one anchored. We are now lying just out of gunshot of the batteries waiting for the real Monitor to get up and planting buoys—the Rebs have planted acres of torpedoes but we have only one accident, no damage done. When this is over I will come North and conform to orders, etc., and this I suppose will be the last water approach that will require a Naval force; then I will sit down and rest under my own vine and fig tree and as my share of prize money ought to be large I can live quietly and after the fashion I have desired all my life. I shall request permission to resign my commission which can scarcely be refused me if my past services are considered of any account. I don't care about performing any more pettie service if I get through this. As to the war that will last ten years yet or the revolutions that grow out of it—for uncertain will be our fate for a long time to come—at all events I want to be a free man and see how it feels— I don't think there is much in the Navy to regret leaving— I don't know what the Army are doing— I am helping them all I can at the same time pushing along on my own work— Ask Wise to send us ammunition as we are nearly out.

Yours very truly,
D. D. PORTER

CORRESPONDENCE
BETWEEN REAR-ADMIRAL S. P. LEE AND ASSISTANT SECRETARY FOX
APRIL 22, 1862–APRIL 4, 1864

REAR-ADMIRAL SAMUEL PHILLIPS LEE, U.S.N.

Born, Fairfax County, Virginia, February 13, 1812
Died, Silver Springs, Md., June 5, 1897

November 22, 1825	Midshipman from Maryland.
February 7, 1827	*Hornet,* West India Station.
August 24, 1827	*Delaware,* and transferred in the Mediterranean as Captain's aid to frigate *Java.*
October 16, 1830	Norfolk School, Virginia.
June 4, 1831	Passed Midshipman.
July 28, 1831	Navy Yard, Boston.
April 17, 1834	*Brandywine,* Pacific Squadron, as Second Master, and transferred to the *Vincennes* as Acting Lieutenant and additional navigator.
February 9, 1837	Lieutenant.
July 19, 1837	Exploring Expedition.
December 13, 1839	West India Squadron.
December 8, 1841	Receiving Ship at Alexandria, Va.
April 10, 1842	Coast Survey.
August 4, 1844	Command Coast Survey Schooner *Vanderbilt.*
November 11, 1844	Navy Yard, Pensacola, Fla.
March 9, 1846	Command Coast Survey Schooner *Nautilus.*
December 29, 1846	Command Coast Survey Brig *Washington.* Present at the capture of Tobasco, and subsequently transferred to the command of the Coast Survey Steamer *Legare.*
July 3, 1851	Command Brig *Dolphin* on special service, to make deep sea soundings, etc.
July 7, 1852	Duty on wind and current charts.
September 14, 1855	Commander.
March 12, 1858	Member of Examining Board.

November	1, 1860	Command Sloop-of-War *Vandalia,* with orders to the East Indies.
		When he learned, at the Cape of Good Hope, of the Rebellion, assuming the risk of acting against orders, he brought his ship back, and was assigned to the blockade off Charleston, S. C., where he succeeded in maintaining it with the *Vandalia,* a sailing vessel, when her steam consort was blown off.
January	20, 1862	Command the Sloop-of-War *Oneida* and to report to Admiral Farragut. In the expedition against New Orleans, he commanded the advance division below the forts.
July	16, 1862	Captain.
September	2, 1862	Acting Rear-Admiral. Ordered to the command of the North Atlantic Blockading Squadron.
October	21, 1864	Command of Mississippi Squadron.
August	14, 1865	Detached from Mississippi Squadron.
July	25, 1866	Commodore.
August	7, 1866	President of Examining Board.
March	6, 1868	Member of Examining Board to meet at Philadelphia.
April	17, 1868	President of Examining Board.
May	29, 1868	President of Court-Martial at New York.
February	13, 1869	President of Board of Examiners.
March	10, 1869	Member of a Board to examine the Atlantic Navy Yards, and author of the report to improve them.
October	13, 1869	Charge of Signal Service, Washington, D. C.
April	22, 1870	Rear-Admiral.
June	27, 1870	Navy Department.
August	9, 1870	Command North Atlantic Squadron.
August	15, 1872	Detached.
February	13, 1873	Retired.

[S. P. LEE TO G. V. FOX]

Private

Minnesota, April 22, 1862

Dear Sir,

The success of the ram & the death of Flusser are great blows. By to-day's mail I send you all the correspondence. Let me know if you do not approve my views, & give yours.

The army here is hurrying its arrangements, & Genl. Butler asks about the arrival of the ironclads. This ships crew are about all gone, & I'll send her off the Fort to receive recruits, the army officer in charge of transfers having devised some such facility—that army paymasters may come on board & settle with accepted men. Had not this ship better go to Boston or New York? We badly need the drydock for the blockaders—who are now suffering for men, & when can Minnesota get a crew. Is not this the best time to repair her?

Experience teaches that Newbern needs a well regulated cutter. Capt West of the Mass. asked me if the present place was not liable to abuse. He seemed to think it was. A. W. Baker, a stranger to me but recommended by Barnes & others, asked for the place. I asked Capt. Sands to report if the comm'g officers on the blockade desired the change. He answered that the majority of those he consulted did approve of such an appt. which I approved. Now I only wish to have the best done for the comfort of the blockaders, and any appointment the department desires to make I have no

wish to interfere with, but, on the contrary, to accept with pleasure.

In haste, respectfully yours

S. P. LEE

Honble G. V. Fox
Asst Secretary of the Navy.

[S. P. LEE TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Norfolk, Va., September 4th 1862.

Dear Sir

As I intimated to you great care shd be taken to prevent the seizure of the Mortar vessels at Balt°., lest their bombs be turned on our Forts.

Had they better remain lying loose about the harbour, or concentrated near the Fort?

Ad: G. says "according to accounts the rebels are getting a powerful Navy abroad." Even the Italians have a good ironclad Navy & with the disposition abroad to open trade with the South, all the foreign constructors may build for them. The Admiral seems to doubt the success of the Monitor class—thinking that even a light Steamer running on one of them wd. sink it.

I throw out these suggestions for your consideration.

I will be very glad to hear from you.

Yours truly

S. P. LEE

Hon: Mr. Fox
Navy Dept.

P. S. I hope the enemy will not have a chance to destroy our Western Monitors—building on the Ohio.

[G. V. FOX TO S. P. LEE]

Navy Department
September 6 1862

My dear Admiral:

I have yours of Aug. 13 and 21. Dark days are upon us.

Pope, a lying braggart, without brains of any kind, has been driven into Washington and his Army disorganized. The rebels again look upon the Dome of Capitol, and the flag of disunion can be seen on the neighboring hills.

Everlasting disgrace with means such as no people ever lavished upon those who direct. However we shall come out of it, once more the armies move down to the Potomac and wheel into line, dispirited, but determined. We also are having bad luck, but I think we shall strike the flood very soon.

What a batch Hazard brought in. Wilkes is in the river with the James River flotilla and we immediately concluded to dispatch him with a flying squadron of six vessels into the West Indies to remain there as long as the Oreto and 290 are afloat. The noble Adirondack gone, 12 knots without blowers. I am afraid to whisper *why* she was lost. The Ironsides seems a success.

Dahlgren's 11 in gun with 30 lbs powder at 76 feet glances from the 4½ plate placed at the same angle. And the same charge fired perpendicular only breaks the iron without penetration.

The Pres't is most anxious and you know the people are. I do not know what their torpedo arrangements are, but all their guns will not touch the iron vessels.

They will press us to send the Ironsides and one monitor in, since the 2d monitor will be behind say three or four weeks.

We approve of all your appointments except Baldwin, and as he is coming home, we will take care. The Dept cannot give an oversloughed officer sea duty, without practically ignoring the action of the advisory board.

We will endeavor to have an outside organization to repair vessels. Boston and Portsmouth are without vessels to repair, while New York and Phila. have started about as much as they can attend to.

All the prizes and all the repairs go to the first two places. Be assured that we shall use every exertion to add to your force, and also to repair the vessels.

Most truly &c

G. V. Fox

[S. P. LEE TO G. V. FOX]

U. S. Flag Ship "Minnesota"
Norfolk, Va., Sept. 8th. 1862.

My dear Sir;

Capt. Rodgers thinks the "Merrimac 2nd." is very formidable & may be down at any time. Mr. Wing (who says he is a Union Man) was off this morning and says the Secessionists are in high glee & boast that the harbour will soon be opened. Capt Rodgers says the Ram will be accompanied by consorts with effective batteries. They have Steam Tugs with heavy guns, & you know how efficient these may be. (Lord Collingwood said that gunboats, with oars, did more to protect the harbour of Cadiz from insult than all the proud

Spanish Fleet within) Admiral Goldsborough thought the Ironsides should be here until the Merrimac is disposed of. I hear that the Merrimac rolled very easy, so her masts & spars will only increase her draft & lessen her speed. The Rebels are not going to wait and allow us to get some of the New Monitors round. We should prepare fully *now*.

Admiral Goldsborough thought and Capt Rodgers thinks we need more force here. I concur fully with them. The Admiral thought this ship better here than in the Roads—considering her necessary to protect this town. There is no sea room to move in here, & but little below for her draft (23½ feet); besides we have no competent local bred pilots. The enemy with light draft, speed, rifle guns, and armour, can take position where he can injure us, and our guns not harm him. It would have been well if some Steam Tugs of speed had been prepared with some plating and a heavy gun each for this locality. Now we need the Ironsides for the defence of this locality & through it of Washington & Baltimore.

The Merrimac is generally believed to have high speed (a prime element) a few very heavy rifle guns, a light draft (allowing her position on the Flats), and has extraordinary thickness of wooden sides, & of plating. I hope to hear from you.

Yours truly

Hon Mr. Fox,
Asst Secy of the Navy.

S. PHILLIPS LEE

[G. V. FOX TO S. P. LEE]

Unofficial.

Navy Department
September 11, 1862.

My dear Sir:

I have your two notes, the last of Sept. 8. Wilkes has full information about the iron clad at Richmond and he has been called upon for it, and it will be sent to you. She is their only vessel—their tugs amount to nothing—we have one here captured by Stephens. I saw the Monitor fight the Merrimac. She came out with six vessels and at the first fire of the Monitor every one but the Merrimac fled. We have given you all we have in commission, and the Ironsides will be sent there also, so soon as she is ready, which will be in a week. I wish we could give you more force, but it does not exist. Farragut, DuPont, Lardner are all beseeching for more vessels and we are doing our best to build and fit out more. When the ironclads are ready in November, we shall take all their ports which will relieve the blockaders. I suppose Turner will grumble at seeing your flag flying, but I don't know how it can be helped, if he wishes to give up the command. S. C. Rowan would be an admirable man for the ship. We shall say nothing but order the "Ironsides" to the Roads where she can remain for the present, until we are ready for Southern operations.

We have tried Steamtugs with heavy guns but a vessel of 700 tons to carry two heavy guns, then it becomes a great gunboat. We have some 100 tugs and we have let the officers put any battery they please on them, and in

addition they may plate anyone they have, or may purchase for the purpose. All the extemporized iron clads have been destroyed by our wooden vessels.

Very respectfully &c

G. V. Fox.

Acting Rear Admiral
S. P. Lee
Comd'g N. A. B. Squadron
Hampton Roads.

[S. P. LEE TO G. V. FOX]

U. S. Flag Ship "Minnesota"
Norfolk, Va., Sept. 17th. 1862.

Dear Sir;

Yesterday, for the first time, Mr. Burroughs, (the builder of the new Merrimac, but who is now working for both our army & navy) told Capt. Case that the plans of the new Merrimac were at once sent by the rebels both South & West. We know that the rebels had not the means in the S. W. to build according to these plans. Capt[n]. Case suggested to Mr. B. that the new Merrimac might draw so much more water than was calculated for her displacement as to be a failure. Mr. B. replied "the same was *said* of the old Merrimac, but *John Porter* never makes such mistakes." The reports here about the new Merrimac are very conflicting. Our vessels at Newport News are instructed to keep a good lookout & to be in constant readiness for her. I hear that the Ironsides is fixing her galley. The army transports have lately been busy on James river going up empty & coming down full of paroled prisoners. I trust that hereafter this description of passengers will be upward bound only.

I feel the necessity of having a fast Steamer convenient as to size & draft, with bow & stern strengthened, and iron plated suitable for ramming, carrying effective guns in Broadside, & so fitted as to work two heavy rifled guns at each end—bow & stern—capable of throwing such projectiles as will most readily penetrate iron plating.

Is there such a vessel building which can be so fitted? The bow of every vessel might be so strengthened, & the stem so iron plated that she may safely ram.

Yours truly

Hon. G. V. Fox. S. P. Lee

Asst. Secy. of the Navy.

[G. V. FOX TO S. P. LEE]

Unofficial.

Navy Department
September 22, 1862.

Actg Rear Admiral
S. P. Lee
&c &c &c

Dear Sir:

I have your notes. We have no such vessels building as you describe in yours of the 19th inst. The Ironsides will probably be with you on Wednesday. Turner is ordered to go to Newport News, and report to you by letter. If the Monitor wants repairs, we better take this occasion to bring her up the Potomac to the yard here, because in about a month, the Ironsides will be sent South. How long did Wilkes stay in Hampton Roads, and did the weather keep him there? Did he hoist his

Admiral flag in your waters? He was positively forbidden to do it. With the Ironsides you will feel no anxiety. She is fast, and has a terrible battery, and is a match for the whole Southern navy.

If the Merrimac #2 comes down I trust they will follow her up and destroy her. They must work quick, for the army of Jeff Davis in this neighborhood has been very severely handled by our army, which fled out of Va. under Pope disorganized, and in four days, reformed under McClellan, marched 70 miles, and fought three battles with the courage of veterans, against a brave enemy.

Just received your note of 20th, of course our notes are entirely unofficial and no action can be based upon them. It is a convenience and furthers the public service. Your notes do not go on file. Harrison will be ordered. Bankhead told a gentleman on board the Monitor, that Politicians had reigned long enough, in Washington, now, the Military would rule and run the Administration out. I explained the depth of a Navy Officers politics, so it passed.

Very respectfully,
G. V. Fox.

[S. P. LEE TO G. V. FOX]

U. S. Flag Ship Minnesota,
Fortress Monroe Va., Sept. 27th 1862.

My dear Sir:

This ship being at Newport News letters addressed to me at Fortress Monroe are received from two to three hours sooner than if directed to Norfolk.

The Mail Agent on board the Balt° Steamboat says

the mail for this vessel (& the other at Newport News) may be conveniently put in a separate pouch at Baltimore, or rather, I suppose by the mail agent on board the Balt° boat.

The mail agent on board the Balt° boat can be informed from time to time what vessels are here. If he will now put up the mail for the *Minnesota, Galena, Genesee, Mahaska, Monitor, Miami* & *Morse* in a separate pouch it can be received by our Steam Tug soon as the Balt° boat arrives without waiting for the large Army Mail at Old Point to be 'sorted. This will save an hour or two, giving more time for answering despatches recd that day.

Respectfully Yours

Hon: G. V. Fox
Asst. Secretary of the Navy

S. P. LEE

[G. V. FOX TO S. P. LEE]

Private.

Navy Department
October 2d. 1862.

Rear Admiral
S. P. Lee
&c &c &c

My dear Lee:

I have your several notes. I return you Wing's note. It is about our conversation. If you are satisfied with the integrity of the parties, and the *possibility* of succeeding, I would write an official confidential letter to the Secretary, suggesting an expenditure of one or two thousand dollars in the attempt, with a promise of ——

sum, upon the total destruction of Merrimac ♯2. When McClellan's army was in front of Richmond he offered $50000 for the destruction of the Petersburg Bridge. The total destruction of No. 2 ought to be worth that sum. I certainly think your men should have liberty. The poop cabin can be taken off, and Dahlgren will give you a battery upon application. The vessel will have to go to Boston; N. York & Philadelphia are overstocked with vessels. If you are going to hoist your flag on the N. Ironsides, I would suggest a visit first with the Minnesota, off Wilmington; *it has never been done,* and I think would have good effect, also a visit into the Sounds before the bad season. If you have a smaller vessel to shift your flag to, you could make the visit in her, and let the Minnesota go as soon as you get the orders of the Dept. There are 15000 tons of iron plates on the way to the rebels, and Wilmington, they say is an open port.

I hope Braine of the Monticello is giving us soundings enough, to get in there with the iron clads. We have blower engines, and some other truck here for the Monitor. Why does not Turner send us a report of his trip around? It must be interesting, on account of his experience in the gale. I hope he does not let the public service suffer because your flag's hoisted over him. Turner is a man, so far as I know, of the highest character and integrity, yet the extraordinary position he occupies forces me to tell you, that so many letters, anonymous and otherwise have been written to the Secretary, warning him against trusting that ship to his hands, that it has required strong language on my part to reassure the Secy—since the order was sent to him to report to you, we have not heard a word from him, though until that time he was constantly writing to the

Dept, and to me. I will ask the Sec'y to address him a letter today, asking why no report has been made, and you must judge of his temper, before you move away from the Roads. No Harpers Ferry must occur to us. I must confess, in confidence to you, to a little anxiety notwithstanding that in selecting officers to command, it has never occurred to me, to see what State they hailed from. If he feels uneasy, there is Rowan waiting orders. Mrs. Lee arrived last eve, looking well. Authority has been given to you to convene a Court Martial, so the whole of those cases can be disposed of, when it is convenient to assemble the Court.

Very respectfully &c

G. V. Fox.

[S. P. LEE TO G. V. FOX]

Unofficial & private.

Minnesota, Newport News,
Oct: 13th—1862.—

Hon. G. V. Fox. Asst. Secy of the Navy

My dear Sir

Your favor of the 2d was duly received, and though slowly it is very thankfully acknowledged. Your views about Phenix were just—he appears to be doing well. I have not seen the English Captain since his visit & private complaint.

As to Mr. W. W. W's proposition—he brought off a Mr. Booth who would undertake to destroy the Merrimac 2nd, Mr. B. told me, *all in confidence,* he had been in jail in Richmond and near losing his life on charge of burning a Steamer at West Point when *Magruder* was threatening to take Fortress Monroe—that

his Masonic friends saved him—that he could not appear in Richmond & would operate through these his Union friends there. He wanted $5 000, or $6 000 to begin with, and $20 000 if he succeeded: and he required written authority & assurance of this, for his fraternal friends there. I was willing to pay for reliable and valuable information, & would receive a proposition to destroy the Merrimac for which I thought Government would pay liberally. Mr. B. was not willing to make a formal but secret offer and wanted a written proposition from me which I refused. This occurred shortly after I came down here & at Mr. Wing's second visit to me. He had opened the matter to me in presence of Captain Case at previous visit, & hence he brought Mr. Booth. At both of Mr. Wing's visits he urged me to allow him to have some lumber brought to Norfolk by water from back in country & which required a permit to pass our guard vessel. He spoke of the expense of his Union paper at Norfolk, of the trials of a Union man (both true no doubt) & he wanted trade privileges which I could not give him. I advised him to apply at Washington where he said he was going to see Admiral Smith.

Mr. W. gave me his opinion that this ship could do nothing with the Merrimac, & *he* wanted to know if *I* had any reliable information about her. I was not quickened into putting money into their hands by this opinion of the Minnesota's feebleness & the Merrimac's power: but I distrusted them—the project or *palaver* about the Merrimac seemed to cover their want of money in hand, *trade privileges,* & a written committal of my Government. The foregoing was at Norfolk.

After the receipt of yours of the 2nd inst. Mr. B. came here to see me. I asked if he was now prepared to make a proposition & submit a plan respecting the

Merrimac. He wanted one (or two) thousand dollars in hand & that his confidant should be allowed to desert up James River in a steamboat—he named, I believe, the "Volunteer" or the ——, small steamboats at Norfolk—in the use I suppose of the Army. I hinted that the Engine &c of the boat might be useful to the enemy. His only other plan was to send an agent up to Richmond, he had one in view, who must have money to get a house in Richmond in which to construct means of destruction. (how get the same out & apply it?). I was not favorably impressed with these schemes & put him off. He said he was working in the Navy Yard & wanted a line from me to Como. Livingston to account for his absence. He had a note from Genl. Viele, which he would not let me keep, giving him a passage in the Mail boat to see me, but no longer necessary to him as I had promised to send him back in our tug—which I did without any thing in writing or any arrangement whatever, but said I expected soon to be at the Yard when I wd see him & excuse his absence to Como Livingston. I have not seen Wing or Booth since and have no reason to have confidence in either of them. A plain mechanic, without money in advance, if in earnest might get work there, & if employed on board the M. to work might destroy her for the reward with a shillings worth of spirits of turpentine &c.

As to Turner I knew nothing of his "temper" in regard to the Government and the War. He prompted a message by Rodgers the other day partly complaining of me—for which he had no cause as the bad temper was all from him to me—but mostly kind, to which I responded civilly. I shall now have an opportunity to sound him about the War as you seem to desire. I am very glad to hear—the report comes from the Ironsides —that you are coming down on Thursday with DuPont

to visit the Ironsides. General Dix, I suppose under the pressure on him for trade here, is giving me much trouble. I keep the Department informed on the subject & hope you will be able to smooth things when you come down & see the situation. I would like to have them so always, & especially before leaving here. I hope too that you will be able to get that Gunboat from the Army.

I am mortified to find whilst answering your letter that I misunderstood your suggestion, plain as it is, about this ship in my first hurried reading, or I would not have proposed to the Department to take her to the blockade before sending her North—where, as soon as Harrison can get the coast pilot he wishes I'll despatch her. I desire to make frequent visits to & inspections of all parts of my section, & wish I had a convenient vessel for that purpose with some accommodations. When I go to the Sounds I would like to take the Secretary & to have *Case* go along on account of his familiarity with the service and the whole situation there. He has lately heard that Crosby is coming to relieve him. I want Crosby in this Squadron, but did not apply for him to relieve *Case* when I found that the latter wished to stay,—which I was glad to have him do as he is familiar with the state of affairs in this large Fleet, which is mostly of extemporized war steamers requiring much attention.

You were good enough to say to me before I left Washington that I could apply when I got here for such officers as I wanted. As *Case* was willing to stay, I did not apply for Crosby. If however he has been ordered here I not only do not wish to disappoint him but I shall be very glad to have him come and with your kind aid we can in good time make an agreeable arrangement for both. Rowan was Senior Officer in the

Sounds, and when he left Davenport—now near the foot of the list of Commanders, & who is far below Armstrong & Parker of the blockade off Wilmington—became Senior Officer. This was temporary I suppose, & presents an opportunity for adjusting matters between *Case* & *Crosby*.

The former intimates that if his present troublesome berth is considered an easy one at the Dept., he wd like more active service.

I had better wait for your arrival next Thursday—even if circumstances would otherwise favor my getting off sooner—when we can arrange several matters, perhaps the trade troubles here, into all of which I would like you to see.

If you can soon send me the State of Georgia I can go down in her. I can at once send this ship North if Dahlgren is ready with the guns.

Will you jog Harwood, who is active I believe, about the State of Georgia?

Please let me know by Telegraph if you are coming down on Thursday or soon.

Respectfully & truly Yours

S. P. Lee

[S. P. LEE TO G. V. FOX]

Private

U. S. Flag Ship Minnesota, Newport News,
Fortress Monroe P. O. Va., October 14th 1862.

My dear Sir:

When all or some of the twelve Mortar vessels are no longer needed at Washington & Baltimore, could they not be advantageously fitted and employed some in

blockading the inlets on the Coast of North Carolina,—such as Shallot Inlet below & Bogue or New River Inlet above Wilmington,—also one in conveying stores to Beaufort, and another on the same service for the vessels in the Sounds?

The balance might be used to bring coal to this vessel if not to be otherwise better employed. It seems to me that these arrangements would be judicious & advance the public interests. We greatly need a transport vessel for Beaufort, and another of 7 or not over 8 ft. draft for the Sounds. Suppose—if you approve this proposition—you cause a report to be made of the light & load draft, the age & general condition of each of these vessels?

I have ordered a General Court Martial for the trial of a young *Seaman* who struck an Officer on board the Victoria. The Court wili get through whilst the Coast Pilot is coming & this ship will get off as soon as the pilot comes.

The Genesee is detained for necessary repairs, & cant sail before Saturday. I am anxious to hear from the blockade & to know how the "Mahaska" bore her battery in the recent gale. The weather is yet foul.

Please say where Corporal Butler shall be sent under the recent sentence of the Court Martial, I expected to hear to day. The Mount Washington cant be repaired here, and I suppose must go to Washington. I'll detain her to take you back.

Both Capt. Case, & Mr. Loring, Chief Engineer, (who leaves to-day, being relieved, & from whom I have received a great deal of valuable assistance in managing the repairs of the other steamers) have told me that the vessels sent to Baltimore for repairs are detained there a long time, and come away very badly repaired & with large bills.

Mr. Loring told me that he has *heard* that one of the firm Hazlehurst & Co. (?) who do the work is a secessionist, & he has also heard that the firm of Reader & Co. (?) are Union people & can do the work well. He does not know why the other firm has been preferred. I know nothing about these parties. The Washington Yard is a great convenience to this Squadron. I hope & *believe* that Commodore Harwood will put the repairs through there, & not allow injurious & unnecessary detention of the vessels. On the *13th ulto.* I sent the Tug "Young America" to Baltimore to receive her new boiler, which was waiting for her. Her Engineer, who also commands her, said she could be back here in 10 days. She has not yet returned! *I dont blame Dornin.* Pity the Army got possession of the Ship Yards in Norfolk we could make good use of them, tho' the Army employs a large number of vessels.

Very respectfully & truly Yours

S. P. LEE

I feel very much obliged to Mr. Welles and yourself for the appointment of Young Goldsborough.

Hon. G. V. Fox
Asst. Secy of the Navy.

[S. P. LEE TO G. V. FOX]

Hampton Roads.
Oct^{r}. 26/62.

My dear Sir;

I call your attention to the man captured off Wilmington named Carrington, who from Braine's account of him might be useful to Admiral Dupont.

Some weeks since one of the firm of Maillefert (L. Hayden, "of the Submarine Engineering Steamer Volcano") examined the *well* of the "Monitor" to see if he could not work in it when under fire & attach his apparatus to obstructions requiring to be blown up. He found that there was a beam in the way in the Monitors *well* which he said could be avoided in the new Monitors.

May not Dupont be able to use this idea of Mr. Hayden, & his services?

Paymaster just from Wilmington says the rebels are pushing ahead with their ironclads there.

Cant we have some ironclads built quickly to suit the Sounds? I'm going there in the "Delaware" when this storm is over.

Yours respy & truly
S. P. LEE.

There is a fine spirit among the officers on the blockade off Wilmington. See the two efforts made to enter New Inlet & burn the Kate. (It will be sent tomorrow) I think that blockade pretty good now. I'm having that *coast* watched pretty well, both above & below Wilmington—consequently two captures. mail closing

[S. P. LEE TO G. V. FOX]

Hampton Roads
Oct. 27, 1862.

Hon^ble^. G. V. Fox.
Asst. Secretary of the Navy.
My dear Sir,

When you unofficially informed me that the rebels regarded Wilmington as an open port, I wrote officially

to Com[r] Scott that I had it from the best authority that the rebels so regarded it, & that this state of things is a great reproach to the blockade. Com[r]. S. has no idea where my information came from. I thought as they are now doing well off Wilmington to let him have the satisfaction of assuring the Department that the rebels will not be allowed to consider Wilmington an open port. Perhaps you understood this without an explanation.

Our supremacy in the Sounds of N. C. can, I apprehend, only be maintained by iron clads adapted to the navigation there. We can build in the tributaries to the Chesapeake, & send the ironclads round in *very* favorable weather, or perhaps they can be adapted to go through the canals—through which I hear vessels of 40 feet beam & 6 ft. draft pass. I will inquire & report what length, breadth & depth of vessel can pass that route

The defense of the Sounds is a very important matter and one in which we have no time to lose. I commend it to your attention.

I saw Genl. Dix Saturday night. he says the shooting at the Wyandotte was accidental. It would be very unnatural if it were not so, & so I told him.

Very respectfully & truly Yours

S. P. Lee

This boat has a great deal of motion.

[S. P. LEE TO G. V. FOX]

Private

Hampton Roads, Oct. 29th. 1862.

Hon^ble^ G. V. Fox,
Asst. Secretary of the Navy.
My dear Sir;

It is not worth while for me to go empty handed to the Sounds. The trip shd. be deferred until I have sent or arranged the sending of some efficient vessels. I am getting the Miami ready & the Southfield—the first will take 3 days, the latter 3 weeks. But these are not enough. More effective vessels are necessary there.

Cant you spare two double enders drawing not over 8 feet? The "Morse" & "Comm^o^. Barney," want a great deal of repairing—from 2 to 3 months I fear. Where can this be done?

It is very necessary to have some light draft iron roofed vessels in the Sounds. We must have force enough to keep our ascendancy & to discourage competition for the ascendancy there. Can't Mr. Lenthall devise something suited to our necessities there? I hope to send you a model of the Merrimac class in a few days. The army took the one I had ordered. There are now two steamers off Wilmington & 2 or 3 in the Sounds needing repairs—& which they must soon have. I will have the "Morse" & "Commo Barney" examined in a few days. A constructor, an Engineer, & a temporary Navy Yard here would be of the greatest account to us. The shop at Old Point is safer there than it would be at Norfolk, unless we have the Navy Yard well protected.

In this event it might be moved to Gosport and enlarged.

When the Miami & the Southfield go there will be no efficient vessels but the Ironsides & the Galena. (The former has but little elevation to her main deck guns, & can be annoyed by distant firing. She should have some heavy rifles on deck.) for the Mahaska is really needed at Yorktown.

What do you propose to do with the Roanoke? Would not she do better here than anywhere else?

What can be done for the Sounds? Please telegraph about the Miami.

Respectfully and truly Yours

S. P. LEE

P. S. Newport News, Oct 30th— We ought to have an available moveable force here sufficient to prevent a raid by sea or running this blockade of a thick night, either up the Bay or in the Roads. Can the Commo. Hull, & Commo. Mc. Donough be sent at once with good batteries and direct to the Sounds? Not over 8 ft. draft will do there? The "Southfield" a large Ferry boat, will carry 4 guns, 9$^{in.}$ each, in battery, & one 9 in. astern, & one 100 pdr. parrot forward. *all* these on side carriage, no full circle pivots.

The Sounds and this point require strengthening with efficient vessels. Please consider the subject & let me hear what can be done.

Yours truly

Hon. Mr. Fox. S. P. LEE

[S. P. LEE TO G. V. FOX]

Private.

Newport News.
Nov. 4/62.

Dear Sir;

I am making every effort to get the Miami off— myself at the same time. Did you ever see anything equal to the modest assurance of Genl Dix?

There is no doubt that a large trade was carried on with Wilmington through Shallotte Inlet 25 miles below, & New Topsail Inlet 15 miles above Wilmington. I have shut both of these doors. Should there not be one or two of the largest guns with an iron casemate over them at Fort Washington? It is very narrow there between the wharf & the Fleet. You may expect audacious rebel raids by sea.

Very truly Yours
S. P. LEE.

Hon^ble. G. V. Fox.
Asst Secretary of the Navy.

[G. V. FOX TO S. P. LEE]

Private.

Navy Department
November 7th, 1862.

My dear Sir:

I have your several notes. First, about the Sounds. The only craft we can give you at present is a fine double end Ferry boat nearly ready at New York under

command of Saltonstall. By and by the Monitor or Keokuk may be spared to go in there.

The Monitor leaves here Saturday to join you. I think the Passaic will be around next week. If you believe these two vessels can go up to Wilmington (the forts cannot hurt them) the Passaic can be retained at your service until more iron clads are ready, when all but the Monitor and Galena must go forth. It would be a grand stroke to take a couple of steamers, tow these vessels down in good weather and clean out Wilmington and its railroad connections. Perhaps the Fort would surrender if you got to the town. You have a great advantage over Dix who has lost his temper. Stanton is going to order Ludlow off. Our Secretary will not yield unless the Treasury and War Department take the responsibility of asking in writing the opening of traffic. I send by Comdr Bankhead a chart, one ten thousand, of James River. It may be of service. I read your extract to Renshaw sent by Mrs. Lee. It is all right. The blockade is becoming much better. Has Turner got a Charleston and Savannah pilot? Have any of the wrecking parties appeared in the Roads?

Very truly yours,

G. V. Fox.

Acting Rear Admiral
S. P. Lee
Comdg N. A. Block'dg Squadron
Old Point Comfort, Va.

[S. P. LEE TO G. V. FOX]

Private

(Steamer shakes badly)

U. S. S. Philadelphia, Newport News
November 30th. /62

Hon^ble^. G. V. Fox.
My dear Sir.

Your private favor of the 7^th^. inst. was, against my intention, forwarded to the Sounds by Turner & reached me to-day. Please hereafter put your private letters in double envelopes, the inner one marked *"private,"* & *for me only.*

The Monitor class draw too much water to pass over the bulkhead into the Sounds. The accident to the Passaic is more regretted by me than I can possibly tell you. The enterprise has grown on me hourly.

I found Mr Davids was examining the boiler on my arrival, & at the instance of Mr. Stimers, so Drayton said. Mr. Davids said the boiler stays were made badly, that the injury was very serious, that it w^d^. take 10 days to repair it, that the deck saved the boiler, & he recommended a survey on her. I quickly determined & promptly despatched her to Washington for repairs, I desired Drayton to get her ready for enduring service as quickly as possible— Did not tell him of what was in view, but said you w^d^. inform him of the urgency. Please impress him with your magnetic power. I have told Braine & him only. Do put every means to work to insure quick return of Passaic. Urge too the coming of the other vessels. The value of their movements depends on Passaic's. Do give Isherwood, Harwood,

deKraft etc the most imperative orders to repair Passaic quickly & well. Drayton said he would try his great gun at Washington. He was not comfortable about it. He reported several deficiencies. His chain and anchor well works like the Monitors. This inconvenience may be remedied by steaming ahead whilst getting the anchor. It will be bad enough to wait for essential repairs nonessentials shd. be overlooked. Every necessary thing ought to be well done, as there is no shop below.

Braine has two Wilmington Contrabands whom he thinks can pilot some there. He has no fear about getting over the bar. We have gone over the chart together. There are piles x across the river at Old Brunswick, with *Kroche* we may manage that perhaps—or in some other way, Braine thinks the old bar wont do.

I'll ask Bankhead for the James river chart—thank you for it—and Turner if he has the Pilots. I think he has not got them.

Last night Bankhead told me he had written to you that I said if he was to leave the Monitor now was the time. He mistakes, I told him (on his return) that if he was to have left the time was when the Monitor was hauled out for repairs at Washington, & that I had so applied, & that I shd. oppose his leaving now.

I am very much obliged to you for your excellent carte de visite. It shall go with me into & I hope through, coming trials.

Faithfully Yours

S. P. Lee

[S. P. LEE TO G. V. FOX]

Private

U. S. S. Philadelphia, Hampton Roads,
Decr. 2/62.

Hon^ble^. G. V. Fox.
Asst. Secy of the Navy.
My dear Sir:

Lt. Cushing has arrived. He has lost the light draft "Ellis" with credit. His representation of his conduct impresses me very favorably. He goes up to get something to wear, & will tell you of a plan for getting information which may succeed if it does not leak out, but Davenport, Scott, & Foster know it.

I met Genl. Foster here this morning. He came up to get a Brigade from Genl. Dix, to march from Suffolk to the Chowan (Wingfield, abt. 10^m^. below Gatesville) there to take water. He is now at Norfolk arranging with Genl. Peck about it. Genl. F. to march from Newbern & cut the railroad at or about Goldsboro, thence either to go to Tarboro & destroy the gunboats there, or return to Newbern (which I prefer and have so said to him) & thence *march* to Wilmington receiving supplies from New Topsail Inlet brought there by Murray in the Generals 4 or 5 light draft steamers. The Genl. wants Murray to be in command in the Sounds. As Senior officer he will be in pro tem. command which I believe will suit his wishes, & give him the necessary facilities for aiding Genl. F.— I urged Genl. F. to get through with Goldsboro and go down towards Wilmington as soon as possible— Told him

I would communicate with him through Murray, & that I am preparing for an inside and outside attack on Wilmington & wanted his aid on the land side (I dont suppose he can be up in time, but with Murray he may & the moral aid of his approach will be good)—that I should go ahead when ready, & he can do the same. That for the operation against Goldsboro he need not wait for me, nor for the other either, but that I shall be ahead of him as my operation must come off soon. I enjoined secrecy upon him, told him none but officers around me knew of it. Since he left, Murray tells me *he talks*. Sorry for it When will the Passaic be ready? & the other vessels? Do let me know. Murray says he knows that Gunner, Saml. D. Hines, now on board the "Marion" is a "clever Wilmington & Sound pilot." He acted as pilot there for Murray when on coast survey duty. Please send him to me. If Cushing succeeds we shall learn & it will be important to us to know, the place & character of the obstructions in the river—especially if they are under water at high tide as at Norfolk.

I shall send Braine in Monticello to New York to get repairs & return here in her if it can be done by time Passaic is ready, (*memo*. She needs but little), & shall withhold his detachment awhile. I will communicate promptly by telegraph if necessary to recall him sooner. He will hurry the repairs about which I have made minute arrangements. Please write to Mr. Winchester that his order to relieve Braine is suspended & to deliver it to Braine. As the bureau makes the ordnance arrangements, (about which I trust there will be no deficiencies) and as I have conversed with Braine fully, I dont need him until the ironclads and the other ships are ready. Braine wants to retain command of the Monticello when this special service is over. Please

let Dahlgren be sure & have *every thing* in plenty of ordnance stores & supplies—have plenty of fuzes of all sizes, & every thing ready for use.

In great haste Faithfully Yours

S. P. LEE.

[G. V. FOX TO S. P. LEE]

Private

Navy Department
December 9th, 1862.

Dear Admiral:

I have all your notes. The arrival of the "Passaic" was very discouraging, but by getting on a large draft of men from New York and promising them double wages I think you will get her back by the 12th or 14th which will be as early as you will get some of the other vessels. We have learned something by the accident. Accident is a good teacher. The ordnance vessel will be at Beaufort with a gunner on board by the 14th inst. The three Mortar schooners will also join you in the Roads by that time. A schooner now in our employ is expected at the Yard when her charter will be renewed and transferred to you. She is to ply from any port you wish to the Sounds.

We have written to ask if you would like to charter a couple of schooners and use the three armed schooners outside. I certainly would use them in the attack as they may be of assistance. We can send some 75 men from here for the Colorado. The Juniata sticks and has completely discouraged Boggs who has written a very doleful letter but I have told him he must not give up.

Breaks of all kinds are common and inevitable and must be overcome with patience and zeal.

Young Cushing went off to New York (not to get clothes) but to see his sweet-heart. I told him he might go at any scheme you consented to. Rashness in a young officer is rather commendable. Blunt has sent you four pilots. The Pilots in Fort Lafayette are not to be trusted. The Sunbeam had an English Pilot and Seward let them all go.

Fosters scheme will never come to anything and you are right in what you said to him. It is your work and consequently your glory. I have no doubt of your complete success. You better send for Braine. No vessel sent North for repairs can get back for a month. If there is anything else of any description whatever that is in our power to furnish you with you have but to say the word.

If the "Montauk" gets round before you go I think she had better watch the James River and let the Ironsides take an extra load of shell and shrapnel and try her hand at the beach forts.

Very truly yours,

G. V. Fox.

Acting Rear Admiral
S. P. Lee
Comd'g N. A. Blockd'g Squadron,
Old Point Comfort, Va.

[S. P. LEE TO G. V. FOX]

Private & confidential.

Hampton Roads, Decr 11th, 1862.

Honble G. V. Fox,
Asst. Secretary of the Navy
My dear Sir;

Your favor of the 9th came to day. I have sighed over the unavoidable loss of the last 4 or 5 lovely days and still lovelier nights. You have shown great energy and made admirable arrangements for repairing the Passaic. I am rejoiced to hear she is to come by the 12th or 14th.

Bankhead reported on the 9th that the turret turning machinery of the Monitor was seriously out of order. I immediately went to see about it. Mr. Newell, is at work on it & hopes to have it all right very soon.

Goldsboro' writes he will be here tomorrow. I have a pilot looking out for him. If he did not take in extra Ordnance Stores at Portsmouth as I suggested I will supply some here and send him right off to the blockade to keep the rebels from breaking it, and to get him familiar with the locality. Please send the 75 men for her at once.

Dahlgren may think the Ordnance requisitions large. If not used by me they will do for Dupont. If more ironclads come, more will be required for them & some of the rest may be left out.

Case brought me word that you would send force enough, & that several ironclads would soon be ready to join the Monitor & the Passaic. The more the better every way. A powerful force awes, & makes the result

certain—it provides for accidents, grounding, torpedoes &c. If two or three more can be sent it is all the better for the work in hand & for that ahead further South: they will be so far on the way rendering good service as they go. May they not be got ready in time by the use of rewards? The more of these, there, the better for all interests. *It is they alone who will have to deal with Fort C.,* with its doubtless heavy ordnance, obstructions, &c. About torpedoes I have never been nervous, but it is right to consider probabilities & to provide for ordinary & extrad° difficulties & casualties. "United we stand, divided we fall" is the old saw, & it applies to concentrating our means of attack the neglect of which has occasioned our failures in the field. I intend to succeed if zeal & means will secure it.

I anticipated your consent, & sent yesterday *one* mortar vessel to Newbern with ordnance Stores, thence she goes to the blockade. I am sorry about the *Juniata.* But patience & zeal as you justly say, will overcome delays.

Young Cushing's scheme ventures more than it promises, but liking the morale of the thing I would not stop the project. Blunt has sent me *three* pilots, & the pilot gunner has come, one of the first was a local pilot for Wilmington—he is lately of Nassau & reports seeing heavy iron plates there intended for *Forts* at Wilmington (?). I sent one down in the Dacotah yesterday to help Sands to sound out the old channel, which the obstructions, in the new, may have helped.

Genl. Dix says he gave Genl. F. one of his best brigades. It marched from Suffolk to the Chowan; where it took transports for Newbern. I advised Foster not to show them & expose the movement before the troops arrived. I believe it was all well managed. There will be moral effect in the troops moving towards the

threatened point, but Foster writes he will have to be circumspect in his movements if Longstreet's corps is in N. C.

I note your suggestion about Braine. He will be ready or I'm deceived. I've made an arrangement with Ad. P. to allow him B. to work outside. Kroehl & the things he has are on board the Monticello. *He might tow a monitor down.* When may I expect the Minnesota? I have written anxiously to Harrison to hurry, but have made no disclosures.

I heartily appreciate your friendly & patriotic offer to do every thing in your power to secure success to the Expedition. I would like to have the attack on Fort C a powerful one. If the ironclads could enter New Inlet, we could concentrate finely on Fort Fisher. If we could talk the matter over for half an hour, it would be well. I would like to know the force, its kind, the certain time, &c.—then planning if there is inside force enough, is easy.

In regard to the Ironsides please turn to the Department's letter to me dated Decr 4th about Merrick & Sons coming here to fix Ironsides smoke pipe soon as she is relieved by an ironclad & give such order now as you judge best about it. The Ironsides would be great for Fort Fisher, but Fort Caswell comes first.

In great haste, confidence & regard

Faithfully Yours

S. P. Lee

[G. V. FOX TO S. P. LEE]

Private.

Navy Department
December 11th, 1862.

Dear Admiral:

It is expected that the Passaic will be finished this week, unexpected tinkering will require, say, three days. In the meantime the gun is being tested, and some improvements made which will render her more efficient. Therefore I think you better go on counting upon her coming when you are ready. I don't think you will get your ships together before the 14th so we better keep the Passaic here until you telegraph that you wish her, when she shall be immediately sent down. Harrison ought to have knocked off the Poop Cabin of the Minnesota at Portsmouth, we did not know that it was neglected. Strictly speaking we did give the order to the Boston Yard. I have your note of the 9th. I hardly think you have time to come up.

Very truly yours,
G. V. Fox.

Acting Rear Admiral
S. P. Lee
Comd'g N. A. Blockd'g Squadron
Old Point Comfort, Va.

[S. P. LEE TO G. V. FOX]

Private & confidential

Hon^ble G. V. Fox, Asst. Sec'y of the Navy.

Hampton Roads, Sunday, Decr. 14/62.

My dear Sir;

I have written urgently to Com^r. Armstrong and Mr. Lenthal for the State of Georgia—and to Lieut. Com^r. Braine & Ad. Paulding for the Monticello with Mr. Kroehl & his fixtures now on board.

In consequence of the Consular despatches revealing the rebel plan to concentrate their vessels & force the blockade of Wilmington, I sent the Chocura to the blockade, but have now recalled her (to tow) & shall despatch the Colorado there as soon as she comes. The vessels to tow the iron clads must be able to take them into Beaufort if necessary I need therefore the S. of G. and the Mont^o. The Chocura is an additional provision. I counted on the Juniata & Ossipee without knowing their draft.

When Capt. Case brought me word that you wd send me several more ironclads I thought you intended to make sure work of Wilmington by engaging its defences with all the ironclads intended for Charleston. The vessels bringing them here could take them on & the S. of Ga., and the Monticello could meanwhile be ready for towing down the first the Passaic, the last the Monitor.

The Minnesota can tow one or two ironclads if the Chocura is along to take them into Beaufort if necessary.

If the upper James or Pamunkey is to be protected

by ironclads, are there *now* enough ready for this operation & the coast? Please give me a list of the vessels I am to have stating when each will be here.

Could I have gone up last evening we could have talked at the Dept. to-day with my illustrated chart before us over views which have occurred to me since I left you, and I could have returned here to-morrow morning. The good weather, the weak state of the blockade, & the pressure on Richmond are the main causes for urgency now. The enemy has had ample time in 18 months to prepare for his defence, & is now publishing that he is to be attacked. This when done shd be with sufficient force to allow for casualties & insure success. I am arguing for all the force you can give—more Monitors if you can!

If the ironclads could go safely into New Inlet, thus allowing an inside and outside attack on the works there (Fedl. Pt.), the whole force could be used at once and together—but if the former is obliged to enter over the Western Bar the attack is divided and weakened. Fort C. (and its obstructions) has to be got by or taken. Is the force you intend and applicable sufficient for that? Let me know just what it is to be—I am willing anyhow.

The Cambridge & Mt. Vernon are just come. The former is probably in real want of repairs, the latter only out of order,—a survey to-day & a report to you to morrow. Two English Captains called. *Ross* of the "Cadmus" & *Watson* of the "Petrel": just from *off* Charleston. *Merlin* (French) *inside* harbour there. *Petrel* returns there. Report negroes detected burying arms in coffins with mock funerals—(Stuff, I suppose, more pretense for men of war to be there & for intervention?)—told him there was less cause for apprehension of an insurrection now with the whites all armed

than during ordinary holidays. Ross *said* the *Merlin* could take off their Consul & family if needed—that the 700 or 800 British subjects could not embark & could go into the country.

This letter is too important in its statements to be exposed. Please be careful of it.

Faithfully Yours

S. P. Lee

Genl. Foster is in earnest, & will do good. Let me know if this comes safe.

[S. P. LEE TO G. V. FOX]

Private & Confidential

[1862?]

Honble G. V. Fox, Asst. Secry of the Navy

My dear Sir;

Genl. F. writes on 10th that the brigade recd from Suffolk gives him only 2250 additional men. On the 11th he was to leave for the inland point agreed on. He will write me on his return to Newbern. He expects to fight a hard battle &, under Providence, to succeed.

Flusser writes that at daylight on the 10th in his absence, some 600 rebels with four (4) pieces of field artillery attacked Plymouth and burnt part of the town. The Southfield, the only vessel present, got struck in her steam drum early in the action, & was leaving Plymouth in tow of her boats when Flusser returned & towed her back. Behm says the escaping steam prevented his getting ammunition to serve his guns. I have called for full explanation.

I beg you to name & hurry all the ironclads which

are coming—also hasten the Minnesota, Ossipee, & the State of Georgia (want her to tow down a Monitor),— &, *for the Sounds,* the Whitehead at Washington & the Ceres at Baltimore.

Faithfully Yours
S. P. LEE

[G. V. FOX TO S. P. LEE]

Private.

Navy Department
December 15th, 1862.

Dear Admiral:

The official order goes to-day and the lists of vessels. You get one more Iron Clad and two more wooden vessels than we counted upon.

The more I think of it, the more I am impressed with the importance of getting two Iron Clads into the river above Teke's Island, destroying that work and enfilading the sea batteries, whilst all the other vessels attack in front— If this succeeds in driving them out of the batteries we have only to land under cover of the ships, spike the guns, and all the small gunboats enter New Inlet at once and accompany the Iron Clads to Wilmington. The possession of this entrance will enable us to *hold Wilmington* until Foster can come down by land or sea. If this cannot be done the Iron Clads will be obliged to go to Wilmington, destroy all the vessels, ferry boats and depots and return; an adventure attended with much risk and wanting in complete success.

This plan is founded upon the supposition that though we can pass Fort Caswell successfully with the

Iron Clads, yet we have not a sufficient number of them completed to set down before it and reduce it. Our fire from these turret vessels is too slow for that. Though the popular clamor centers upon Charleston I consider Wilmington a more important point in a military and political point of view and I do not conceal from myself that it is more difficult of access on account of the shallowness of the bars, and more easily defended inside by obstructions, yet it must be attacked and we have more force than we shall possess again since the Iron Clads must go South so soon as four are ready. I have great faith in your thorough examination and preparation and do not permit myself to believe that you will fall short of entire success. After getting all the information which you are now seeking you will unquestionably form a more sure plan of attack, since our discussions whilst you were here were only the result of imperfect knowledge of the defences and depths. Foster is mistaken about Longstreet being in N. C. The whole concern seems to be in front of Fredericksburg, and a great battle will be fought before this reaches you. It is a good time to make your attack and will be a most seasonable diversion to the Army. I believe we shall supply all your wants in every Department. We have telegraphed that the Minnesota and Monticello *must* leave on Wednesday and the Passaic will also go on that day. She is finished but we wish to test some doubtful points and shall keep her until that day. The State of Georgia, though not yet docked, will leave Wednesday with an extra load of ammunition and ordnance stores. You better keep her until after the fight. She is short of men (only found out as she is ready) but we have none anywhere for her. The Monticello cannot be docked this week, but we have ordered her to leave on Wednesday without

docking. Your young friend Cushing went off and got married.

I wish you full success for the cause for the Navy and for your own sake.

Very truly yours,
G. V. Fox.

Acting Rear Admiral
S. P. Lee.
Comd'g N. A. Blockd'g Squadron
Old Point Comfort, Va.

P. S. I would carry down every available craft that has a big gun.

[G. V. FOX TO S. P. LEE]

Unofficial

Navy Department
February 12th, 1863

My Dear Sir:

The "Sagamore" passed New Castle at 5.30 P. M. yesterday (11) The attack will not be made until the "Nahant" reaches her destination and we trust she may reach her destination very early.

The Galveston affair was a severe blow to the Navy, utterly ruining our prestige in the Gulf.

The Senate has decided not to give a vote of thanks except to those commanding a successful expedition, including Worden, who is nominated for a Captain. Morris not yet acted upon. You must lay out your work for Wilmington if possible without much of an army co-operation as I doubt if they will make a march for Newbern. After the departure of the "Nahant" I do not see why you should not take the next fleet of iron clads The "Keokuk" (4-11 in. guns) drawing nine feet and

the Monitor, Catskill, will be ready within the next two weeks and probably the Nantucket. We shall push them all we possibly can and if you can see your way to attack Wilmington be sure that every thing within our reach will be placed at your disposal.

If it is not possible the iron clads will be sent to the Gulf I think you had better write your views to the Department in answer to the confidential dispatch of the Secretary upon the subject.

When the "Roanoke" is ready as it looks now we shall send her to Hampton Roads, the fleet of iron clads having gone South we can afford to take more risks at Wilmington than would have been advisable at first. I enclose a letter to Du Pont to go by the "Nahant." The Nahant better pass within sight of Charleston going down as Du Pont not knowing that she is intended for him, may be at work before she arrives.

Very truly yours

G. V. Fox

Acting Rear Admiral
S. P. Lee
etc. etc., Old Point, Va.

[S. P. LEE TO G. V. FOX]

Unofficial

Flagship Minnesota, Newport News,
February 27th 1863.

Hon^ble G. V. Fox, Assist Secretary of the Navy.

My dear Sir.

I make my thanks for your favor of the 12th inst., rec^d. on the day of my departure for Washington. Engrossing Squadron duties—which I make it a rule to

attend to before every subject, however interesting, which may be deferred without public inconvenience—have prevented an earlier acknowledgement.

The Galveston affair was an untoward event. I have given orders requiring the utmost vigilance in this Squadron. I have sent to the Department copies of my instructions to Murray & Flusser; and will send copies of communications from me to Genl. Foster & Comr. Murray relative to an expedition to destroy the enemy's gun boats building on the rivers in the Sounds.

You know my views in regard to the Senate's *discouraging* rule—for so it is generally regarded by those here who participated in the great victory at New Orleans. Some public men of my acquaintance think it is a bad law to make naval promotions depend on a vote of thanks. This the rule does.

Whilst it does justice to those able and deserving officers who received its benefits, it is a wet blanket to the rest of the profession—especially to those who accomplished the greatest success of the War—for the rule makes no distinction between great victories and smaller ones. It would not in my poor opinion have been extravagant to have confirmed the acting appointments which the necessities of the Service required to be given to three of those officers who fought at New Orleans,—including Bell, who by opening the barrier, opened the way to New Orleans.

You will see from my confidential despatch of yesterday that I do not *now* calculate upon army aid at Wilmington. If we take Fort Caswell I will garrison it from this Ship for a while.

Comr. Guest tells me that the Lehigh's turret had to be made when he left, & he reiterates that she cannot be ready in six weeks.

Adl. Gregory informs Comr. G. that the Nantucket

is to come down in the same unfinished state as the Sagamon. The latter was here several days after the departure of the *Nahant* without being able to use either of her guns—the blast of the 15 in. wd. have burst off the plates of the turret, unbolted round the new cat port, whilst the 11 in. could not enter its port which had been bored out but the intervening projections had not been clipped off—a tedious job. I think that the ports and pumps (centrifugal included) should all be right before they come here.

The first letter for DuPont I sent by the Nahant as directed—the last one by Asst. Adjt. Gl. *Townsend,* who left here for Port Royal on the day of my return from Washington (19th inst.)

Very truly Yours

S. P. Lee

[G. V. FOX TO S. P. LEE]

Unofficial

Navy Department
February 28th, 1863

Dear Admiral:

The delay in attacking Charleston enables us to send the "Keokuk" there but both she and the "Catskill" will be back before the "Lehigh" and the "Roanoke" are ready. Your 2d Lieut is to be detached and we send you young Lamson in his place. Lamson was expected to go on the duty but in anticipation of your movement upon the enemy I thought you might wish upon your staff at least for this fight, a young man that Du Pont and Rodgers consider one of the very best in the service. Davis has had him in the Bureau for a month and

speaks in the highest terms of him. He growls at our sending him away but I feel that you ought to have him for this occasion since you have no flag Lieutenant. The "Keokuk" has two turrets but only one eleven inch gun in each. She has a Commander however equal to the other two you supposed she carried. The "Florida" a vessel similar to but superior to the "State of Georgia," commanded by Bankhead is nearly ready for sea. I think we shall send her to you and let you send off a double ender to Farragut. I presume the latter vessel would be as satisfactory to Farragut whilst I know you would infinitely prefer the Florida for blockading purposes. Farragut's squadron is now the weakest and very much needs strengthening but where are the vessels to come from? We buy every thing and are building to our utmost capacity.

Very respectfully

G. V. Fox

Acting Rear Admiral
S. P. Lee
Comd'g N. A. Block'ing Squadron,
Old Point Comfort, Va.

[G. V. FOX TO S. P. LEE]

Unofficial

Navy Department
March 26th, 1863.

My dear Admiral:

Now that we have done all we can for Du Pont let us go over the ground for Wilmington. The Roanoke as you have been advised is promised April 20th. The "Lehigh" certainly in three weeks and part of the iron

clads from Du Pont. The rafts are being made and six extra decks of timber and iron for the Monitors to render them proof against a plunging fire. Three light draft fast steamers for shore work on the blockade as you suggested have been bought and will be fitted with a very light battery so as not to interfere with their speed. If you can get a more full account of the obstructions and send me sketches, I think we can get up a more extensive affair to blow them up. The Bureau of Ordnance has been directed to have all your requisitions in Beaufort by April 20th. You know the means used in the sea coast for projecting a line on board a stranded vessel by means of a bomb and chain; would it not be worth an experiment with a small charge of powder in the 15 inch gun to shoot out a grapnel to be hauled in and disconnect the connecting wires of torpedoes? I hope Boggs and Bankhead will pick up some of those English steamers that seem to have selected Wilmington. They seem to use New Inlet. The more certain information you can give us about the obstructions and their character the more shall we be enabled to construct means to remove them. We must have the entrance of that port and I think you can do it. Col Delafield says that none of the masonry of our forts will stand the 15 inch guns.

Do you propose to keep Murray permanently in the Sounds in command? If so, perhaps it would be delicate to Davenport, who has been in command, to give him the option of leaving if he wishes.

Yours very truly

G. V. Fox

Acting Rear Admiral
S. P. Lee
Old Point Comfort, Va.

[S. P. LEE TO G. V. FOX]

U S Flag Ship "Minnesota"
Off Newport News Va. March 29th 1863

My dear Sir,

Accept my thanks for your favors of the 28th ulto. and 26th inst. I also thank you for young Lamson and the Florida. You speak of the Keokuk and Catskill to be returned from Charleston. I hope Dupont will be instructed to send up to Wilmington all the best of the iron clads.

The defenses of Wilmington have, as you know from my recent reports, been much strengthened, since the iron clads went South. Pity they could not have stopped on the way, in sufficient force, to have taken Caswell, commanded both entrances and prevented the erection of recent works.

We have later intelligence that they are fortifying below Smithville. This and other works will give a bombing fire on the decks of the iron clads when attacking Caswell. Hence, the extra decks of timber and iron you are providing for the Monitors will be very necessary. I wish we now had those three swift, light draft Steamers on the blockade. They would keep vast supplies from going in to the enemy, and prevent exchange in the shape of cotton, from going out to pay for the rebel foreign navy.

The use the rebels have made of the extensive English workshops to provide a formidable seagoing iron clad ram navy, is the worst feature of the war.

Guest will try the Grapnel experiment with the XV Inch gun, which you suggest. I wish you would send

me a full account of the seacoast method of projecting a line on board a stranded vessel by means of a bomb and chain. Would it not be well to send here an experienced person duly provided with the means so used. A number of common log rafts or skeleton rafts sent up with the flood tide to drag with light gunners grapnels for torpedo wires would be useful.

I see no way to work at the obstructions until the guns defending them are silenced.

Although the masonry of our forts will not stand the XV Inch guns, engineer officers here tell me that when the fronts of these forts are battered down, formidable earth works will be found behind or inside of them.

It is to be expected that the iron clads will come out of the Charleston fight in bad condition; that their XV Inch, if not their XI Inch, guns will have to be replaced. Where is this to be done? What time will it take; and what guns and mechanical means are provided for doing this? Dahlgren declares that the endurance of the XV Inch has only been ascertained to three hundred (300) rounds.

Considering the difficulties arising from shoal water at Wilmington, obstructions and torpedoes, and Ogeechee-like defenses, bombing fire &c, common sense dictates that every floating iron-casemated gun that the Government can spare, shall be used at Wilmington.

Very truly Yours,

S. P. LEE

Hon G. V. Fox.
Asst Secretary of the Navy
Washington City D. C.

Enclosure

Unofficial

For A. Sec'y Fox
with compliments of S. P. Lee
March 31/63

[John Guest to Lee]

Copy

Sangamon
March 31st 63.

My dear Admiral,

I have thought a great deal over the idea of Crosby's that you told me of, that of clearing out torpedoes by a raft & grapnel. It is perfectly feasible and is decidedly the best means wherever there is a tideway.

A hulk could do as well[1] in some cases with four or five grapnel hung over the side & spars rigged out forward & aft to give a greater *spread* to the grapnels. Lines from the Stem and Stern of the hulk into the gun ports of the Iron Clads to keep the hulk broadside to & to keep her in the channel. After clearing the channel of torpedoes the hulk might be allowed to drift so as to point out obstructions, or with powder in her and a wire might be used to blow out obstructions.

I wish Admiral Dupont could be given the idea in time.

It would be worth a great deal to him.

I am very respectfully & truly yours
(Signed) JOHN GUEST.

[1] No! they can be sunk, but rafts can't.—L.

[S. P. LEE TO G. V. FOX]

[With three enclosures]

Private.

Hon^ble G. V. Fox,
My dear Sir,

I return herewith Mr. Forbes' letter to you, with your endorsement, rec^d today.

Enclosed is a copy of the Mt. Vernon's explanation. (A) I replied to Capt. Forbes, & wrote to Capt. Case on the subject yesterday. (See B. & C.)

I wish the Nyphon had the 30 pdr. *Wise* (Capt Forbes writes) adopted the 20 pdr. as recommended by Missroon. Lt. Comr. Queen thinks the change cannot be made until the N. can come in. I could not detain her when here.

Other matters in Captain Forbes' quotations are understood by you.

I enclose for your perusal a private letter from Genl. Foster to me dated May 13th. Please return it. Pity he cant get the troops. His remark about the obstructions is in reply to a suggestion from me.

Yours very truly
S. P. LEE

Minnesota May 27/63

A

[James Frather to Capt. A. L. Case]

Copy

U. S. Steamer "Mt. Vernon"
Off New Inlet N. C.
May 16th 1863

Sir:

In reply to yours of the 14th inst. inquiring as to the position held by this ship from 1^h to 4^h A. M. on that day, I have to state that at 8 P. M. on the 13th inst. I weighed anchor and stood close in to the beach. At 9 P. M. I anchored within 900 yards of the beach between Fort Fisher and the mound from which the enemy had fired on us a day or so previous.

At 2 A. M. on the 14th inst. I again weighed anchor and stood up and down the beach between Fort Fisher and the said mound, so near the beach that it was utterly impossible for anything to pass between us and it.

I am very respectfully Your Obdt Servt
(Signed) JAMES FRATHER
A. V. Lieut. Comdg.

Capt. A. Ludlow Case U S N
Comd'g U. S. S. "Iroquois"
Senior Officer off New Inlet N. C.

Note. The mound, referred to in the foregoing, is a sand battery on the beach about Four (4) miles to the Northward of Fort Fisher.

(Signed) A LUDLOW CASE
Captain & senior Officer present

B

[Lee to A. L. Case]

Copy

U. S. F. S. "Minnesota"
Off N. News Va. May 26th 63

Sir,

Comdr. Armstrong in a letter received today, says that the Steamers which run into New Inlet make the coast about Rich Inlet. It would be well to have a cruizer up the coast. Capt. Forbes in a letter also received today thinks that if the "Niphon" could cruize on an arc about thirty miles out from the Inlet she would be able to pick up some of those blockade breakers.

Her commander seems to be an energetic and active officer and if you give him an opportunity to carry out one or both of these plans I think he can capture some of these blockade runners. You must look out against a surprize from the enemy inside who may be collecting a force there. No effort or vigilance should be spared to prevent the enemy from making a rendezvous at and then attacking from Wilmington.

Resp'y yours

Capt. A. L. Case
Sen. Off. Off New Inlet
N. C.

(sig) S. P. Lee
A. R. Admiral
Comd'g N. A. B. Squad^{n}.

C

[Lee to R. B. Forbes]

Copy

U. S. F. S. "Minnesota"
Off N. News Va. May 26/63

Sir:

Your favor of the 23d inst. is received. The immediate disposition of each vessel on the blockade I leave to the Senior Officer there, who acts under General Instructions from me as to the conduct of the blockade. These instructions however give him ample discretionary power. Sometime previous to the purchase of the Niphon Comdr. Bankhead in the Florida, proposed to make just such a blockade as you mention for the Niphon.

I will write to Capt. Case Senior Officer off New Inlet that as more vessels come in along the North than the South Shore—off New Inlet—the Niphon may be stationed to watch above rather than below the Inlet, and I will also authorize him to employ her to cruize in the manner you propose. I will cause the Ord. Officer to substitute a 30 pdr. for the Niphons 20 pdr. Parrott, if practicable. (without withdrawing her.)

Resp'y Yours

Capt. R. B. Forbes
Boston
Mass

(Sig) S. P. Lee
A R Admiral
Comdg. N A B Squad.

[G. V. FOX TO S. P. LEE]

Navy Department
June 30th, 1863

My dear Sir:

I tried last night to urge placing Genl Foote in command of all the forces within the limits of your command with orders to attempt Richmond. The Secretary of War favors it so does the President but a consultation with Genl Halleck to day fails to satisfy him that it is at all feasible. I did not urge it if it was the intention to bring Dix's force up here because I think every soldier should be left to assist in the destruction of Lee's army, in which event Richmond falls of itself but as there is no intention to bring his troops here I cannot see why they should not at least march up to Richmond and look at it for it is admitted that they have no movable force of any amount. Their defences consisting of militia and others in the intrenchments, who, though they might fight there cannot be trusted in the field.

Dix has 33000 fighting men but no Generals of enterprise, or he would turn the tables on these fellows, and electrify the country by the capture of Richmond. He telegraphed last night that it was the unanimous opinion of every general, including himself, that Richmond should not be attempted. That is why I wanted Foster a man of enterprise.

Every rash act of this war has been crowned with success and here is the most glorious opportunity ever afforded, yet Dix contents himself with raids that inflict no injury except upon the feelings of the enemy.

Suppose you send off an officer with a confidential note to Foster proposing the scheme, and if he is strong

for it send up a proposition to the Department with Foster's note for the substance of it and I will try the General in Chief again who seems averse to bold movements which are always successful.

Very truly yours
G. V. Fox

Acting Rear Admiral
S. P. Lee U. S. N.
Comd'g N. A. B. Squadron
Old Point Comfort Va.

[S. P. LEE TO G. V. FOX]

Private

Minnesota, July 2/63.

Hon^ble G. V. Fox
Asst. Secy of the Navy
My dear Sir,

Yours (private) dated 30th ulto. came yesterday, & I have carefully considered its contents.

You state the situation very forcibly, and as I feel it; but I cannot believe that any good can come from my interference.

Action in the matter rests with the War Department. If it will do nothing, nothing can be done, and such a movement by me, as you suggest would only produce a war upon me instead of the enemy. Such was the effect of my proposition last October to abandon their weak military trading posts, requiring gunboat protection, & to concentrate & take the field.

Yours very truly
S. P. Lee

[S. P. LEE TO G. V. FOX]

U S Flag Ship Minnesota
Off Newport News Va. July 5th/63

My dear Sir:

Lt Comdr Queen arrived last night from Beaufort and tells me that Boggs, Case and all the officers are much concerned about the blockade of Wilmington which they fear will be raised and they disgraced.

The blockade requires smart, active vessels to move about close inside, large vessels with heavy batteries, if iron clads cannot be got to protect the blockade and well armed swift steamers to cruize in pairs outside.

I send Mr. Saltonstall's letter for your perusal. Please return it.

I think he would be a good person to look out for some swift steamer of light draft like the "James F. Freeborn" in the Quarter Master's department here, where she has been for a year at $200 per day, ($73 000 per annum) until now it is $25 less.

Col. Thomas the Qr. M. thinks she could be got for $60, or 70 000.

I sent a message to her owner then here, but he has failed to come or say if he will sell.

Can't this vessel be taken for the Wilmington blockade?

In smart hands she would cripple the Confederates by capturing their cotton—of which great quantities get out of Wilmington to enable them to build their Navy which is getting formidable.

If you detach Mr. Saltonstall to look out for some smart little steamers, for the inshore blockade (one for himself) Acting Master H. H. Savage, now commanding the Schr. "M. Vassar" or Act'g. Master Wright of

the "Arletta" might relieve him and the Executive Officer might take the "Howquah" down.

Very truly Yours

Hon G. V. Fox
Asst. Secty of the Navy
Washington City D. C.

S. P. LEE

Do give me the Shenandoah & some others like her speed. I hope *Stephens* will not be allowed to take his wooden Sea horse into Washington. Remember Nelson's ruse & how he extricated himself with a Flag of truce at Copenhagen.

L.

Please return Saltonstall's letter.

L.

[S. P. LEE TO G. V. FOX]

My dear Sir;

Contrabands from above Ft. Darling say it is strong; that it wd. have yielded had the gunboats held on a little longer: that it wd. have surrendered had not the gunboats fired too high generally.

The river is now high from rain—of course not to last long, & I was bound up to give that Ft. a look, if nothing more, and with a purpose to try it, if the stage of water promised to let me go & return over the bars. But the breakdown of the Lehigh's machinery, the second telegram order recd. last night to send her to New York as soon as possible & the bursting of her gun, all combined to stop that effort. (the Seymour shakes so I can scarcely write).

Mr. Champion is Senior Engineer of the Lehigh. I believe he was in the Keokuk, got disheartened in the Roads, asked for a Medical Survey, was not condemned, & then on an earnest plea, was detached from

her. (Not having the records here I may mistake the man). Nothing is so certain as that the Engineers of the iron clads sh^{d}. be bold men & skilful Engineers—yet green 3^{d}. ass^{ts}. run their Engines whilst gunboats were *said* to have had more experienced chiefs when off Charleston.

Jog Dorin about the Maratanza, Daylight & Dacotah, & Stribbling about the Monticello. I am very sorry Braine left her unless to get a better vessel for that blockade. Of course I expect to operate against Wilmington as soon as Foster can get the troops—meanwhile, I want to keep the blockade, & prevent so much cotton to build those *rams* in England.

Let me call your attention to the facility for army operations both on the line on James river & the Pamunkey. I always favored giving the enemy leave to bring all his men & guns in the S. W. to the river; as there we could best get our men and munitions & supplies to operate against them. Against our desultory efforts this was done, & now they are exhausted in the South West by our recent successes. I detest petty efforts in warfare, action, with the end adapted to the means, is the way. *Meade* was only to drive back the invaders. Why? Instead of driving them South, he sh^{d}. (& I said, felt, & prayed it all the time) have got & kept South of them until he c^{d}. get up to them & take them. He sh^{d}., as you thought, have had Dix's men. From what I see & hear here, I now believe there are no defences in this region except around Richmond & about Drewry's on the river. Genl. Dix informed me officially that he thought the whole country was covered with defences from Petersburg to Richmond. I'm sure this is a mistake. I believe if he had come this way we could easily have taken Drewry's Bluff, which I hear from refugees was left with a small garrison. I

feel sure & easy we may get Richmond this campaign by urging on the draft, or better, by bringing some troops from the South West. If the army operates from a water base here I must have a strong double ender gun boat force. If Dix goes to N. Y. (as the papers say) is Foster to come here? He sh[d]. be where the attack is to be, Richmond or Wilmington. Unless Genl. Gilmore from Charleston moves up to W. if Foster comes here: *Mem:* Dont Genl. G. want troops? Commo. James said here recently that the enemy has a bridge from James' to Morris Island; & Braggs forces, in part, have gone to Beauregard. If Genl. G. has the requisite force, to repel assaults, the present Island attack must succeed. It is on true principles—it is going to work the right way. A mere naval attack against Charleston or Wilmington with monitors is a loss of opportunity & is making only partial use of good means—it is fighting on our side with one hand tied.

Read carefully the Richmond paper of the 16th (Enquirer) I sent you yesterday. It is down, down, down. It cant even *'sarce.'*

Be it Richmond or Wilmington, but one at a time, let's have the co-operating force and all will go right.

Yours truly

Hon[ble] G. V. Fox
Asst. Secy of the Navy
Washington D. C.

S. P. Lee.

James river
July 18/63
above City Point

Our movement has scared this whole country.

L.

Webb (Atlanta ram) boasted of the *magnitude, cost,* and *greatness* of the rebel Arsenals of Construction for

Ordnance, Engines &c at *Atlanta,* Ga. It would be a real raid if Genl. Halleck could cause Rosencrantz to destroy them.

L.

[S. P. LEE TO G. V. FOX]

Minnesota, July 27 /63.

My dear Sir:

I was glad to hear you did not believe the story told by "Pedro" to the New York Commercial Advertiser —written from "Fortress Monroe" July 18th and republished in the "Star"—in which he says that an Ensign & two boats' crews were "gobbled up" by the enemy at Ft. Powhatan.

The only casualties we encountered there were the loss of one man from the "Commo. Jones" who deserted to the enemy, and the wounding slightly of an Ensign whilst on picket.

Is it proper to allow Correspondents at Fortress Monroe, and within the limits of this blockade, to abuse & injure the Navy & the Navy Department?

Very truly Yours

Secretary Fox
Navy Department

S. P. LEE.

[S. P. LEE TO G. V. FOX]

Minta, Oct 20 /63.

Dear Sir:

The proposal you send me for gunboats of 350 & 170 tons will fill a want on this blockade both for the Sea coast & the inland waters.

The *Nansemond* has done well off Wilmington. She

discovered followed & destroyed the "Douro" *at night,* the first instance of the kind, I believe. The Violet too would have done well there had she been well managed.

I hope you, Admiral Smith and Mr. Lenthall, will come down during this fine weather visit the Norfolk Navy Yard, & have the facilities for repairing the vessels of this Squadron promptly supplied there. Mr. Hanscomb says he can get mechanics, & with a small outlay there he can do the repairing of this Squadron.

You know the crowded state of the Northern Yards, the consequent delays & backset to this blockade. I only ask to have our Machine Shops at Gosport sufficiently extended for our purposes. If you can come down, & will say when, I'll send the Mt. Washington for you with my cook & steward & with clean & comfortable provision for your sleeping & messing.

Respectfully and truly Yours

S. P. Lee

Let me have an answer too about keeping the Sangamon & getting the gunboats for the plan in my late confidential letter by Mr. Sands. I am notified that the troops are assembling.

Mr. Fox.

[G. V. FOX TO S. P. LEE]

Private

Navy Department
November 17 1863.

My dear Admiral

I congratulate you upon the captures off Wilmington. Nine steamers have been lost to the rebels within

a short time, all due to the "fine spirit" of our people engaged in the blockade. It is a severe duty and well maintained and Jeff Davis pays us a higher compliment than our own people when he declares that they have but one port in 3500 miles (recollect that the whole Atlantic front of Europe is but 2900 miles) through which they can get in supplies.

I think the correspondence you sent us is more important than the captures as you will discover when it reaches Europe. You notice that we publish it entire.

The "Margaret & Jessie" is promised to be put into our hands today and she shall be fitted at once, very sightly and sent to you, when a transfer of the Nansemonds officers and crew can take place if the Nansemond can hold out that length of time— I have also telegraphed to Boston to examine and take the other prizes as early as possible. The strike is putting us back but still I think we can pile up the steamers off Wilmington so as to practically close the port.

Your extracts printed for the use of the squadron and copies sent to the Department are very satisfactory. The Secretary says that you may recommend for special service on your staff. two young men who will be appointed acting Ensigns. (We shall understand they are to do clerical duty only as I suppose you will have to take them from mercantile life—sailors preferring to go to sea—their appointment to cease when their special duties cease).

How is it that Donaldson with the fastest steamer on the blockade could not keep ahead of the Fulton? There should be more careful reports with diagrams and distances estimated by all the watch officers where there are outside claimants. Bell (copperhead) President of the line that owns the Arago and Fulton told me that the officers of the Margaret & Jessie told him that not

a man of war was within signal distance. What a *faux pas* Donaldson committed!

These successes come most opportune on the approaching meeting of Congress, and notwithstanding the calls from other squadrons, be assured we shall pinch to strengthen you off Wilmington; I only fear the coming back of the Alabama and consorts which will divert ships intended for you.

Send up the published correspondence by flag of truce boat if you want to raise the very devil in Richmond. Let it also go through the lines from the Sounds.

Very truly yours

G. V. Fox

Acting Rear Admiral
S. P. Lee U. S. N.
Comd'g N. A. B. Squadron
Old Point Comfort, Va.

[S. P. LEE TO G. V. FOX]

Private

Minnesota, Dec^{r}. 6/63.

My dear Sir;

Your private favor of the 17th Ult^{o}. followed me down the Coast and only came to hand last evening. Accept my thanks for your congratulations on our recent captures. It is gratifying to have the severe and well maintained duty of the blockade appreciated where it is so well understood. I fear, however, that the uninformed public may not understand why the exception made by Jeff Davis exists. When you can give the number and kind of vessels which you would if you could furnish for that extraordinary blockade, I'll engage (with some few changes in the command-

ers, which, I understand, I am authorised to make at discretion) that no one shall be able to call it an open port. I beg that you will have Lamson (at Balt°.) Nansemond—Breck, Niphon (at Boston)—and Harmon Patterson, James Adger (going to Philadelphia for repairs) who (like MacDiarmid, who applies for the command of his prize the Ella) keep the blockade at night as they sh^d. do, and as I have all along required it sh^d. be kept—returned to this Squadron as quickly as possible. When Sands comes I wish to go down with him. I look for him daily.

I thank you heartily for the telegram to Boston, & for your efforts to provide vessels to support me. The persons recommended by me for writers are of the kind you suggested. In answer to your inquiry about the Keystone State I apprehend she was not all right in her engine Department. Doubtless D. would try to cover his interest if not mine—to be within Signal distance if nothing more. But I'll require full reports & diagrams—the enclosed order, which I gave in *MS* off Wil^n., shows that with you I had recognised the necessity for more careful reports with diagrams in such cases of chase. I will reprint the order with the additional good suggestion you make.

In the cases of the *Margaret* & *Jessie* & *Banshee*—would not the blockaders chasing at the time they stopped, if then in signal distance, be considered captors? If not for what reason could they share in the prize? Can these blockaders share and exclude the Admiral? If *yes,* it may explain the milk in the cocoa nut. I was sure the captures asked this question when off Wilmington. It had not before occurred to me as questionable. Would the Quaker City or Grand Gulf, sent by me to Phila. or New York for repairs, if making captures on their way back to the blockade, and when

South of my Northern limits, be entitled under the law, and its policy, to the three twentieths? Was it so meant, & did not the original of our law refer to such a case as that of a cruiser from England under first orders to join a Squadron in India & which she would be a long time reaching? Can a chartered or other Army transport properly seize a prize in face of a U. S. Man-of-War chasing it & claim exclusive control of it? When men-of-war & such a transport in chasing and the latter boards first have not the Men-of-War the superior right, and is it not their duty to take care & control of the prize?

I ask your views as a valuable guide to me on the subject matter of the foregoing questions—& hope I shall not trespass in doing so.

If the Alabama & Consort are to divert any Steamers from me I would suggest that the Tuscarora & Dacotah sh^{d}. be the ones selected—this would come quite natural to the former vessel. I hope if you take the "Ella & Annie" as tender to this ship you will approve of taking with her all that belongs to her—and so instruct—especially the cabin, stateroom, & pantry furniture, as it is very inconvenient breaking up messes & moving such things for myself & staff. On some of my expeditions, & parts of inspection tours I have to sleep on a sofa, or occupy the State room of some good natured officer, or use an army transport.

This Ship you recollect was only free to leave here after the Roanoke came. Now, with her cracked Shaft (which is only 1½ inches larger in diameter than that of the English Sloop of War *Jason* recently here) & lost motion she is scarcely fit to be exposed in the bights there. But the Minnesota does well enough here as a representative Ship where foreign men of war come—and the Flagship must have a saluting. If I had some

copies of those captured despatches, whose great value I am glad to learn from you, I could send them freely into North Carolina &, I suppose, up this river.

I am putting coal in bags and some useful ammunition into the *Fahkee* to send to the sheltered side of the shoals for the small vessels where they can get it out of her. I propose to keep her moving to and fro with like supplies of coal and with the mails.

Lt. Comr. Gilliss wd. I believe make a better commander than Actg. Master Stewart for the Calypso, which came in much amiss in her engine department —in which I have made some personal changes.

Lt. Comr. Sicard asks not to be sent abroad in the Ticonderoga, but to be kept on our coast to fill a vacancy in this Squadron either in an ironclad or wooden vessel or to be ordered to the Canonicus at Boston.

Lt. Comdr. Quackenbush wishes to have the *Pequod* ordered to this Squadron. He expects she will exceed 14 knots. Please give your kind consideration to these requests. But I am taxing your attention.

When may I expect the pleasure of seeing you and the Ladies?

Very truly Yours

Honble G. V. Fox. S. P. Lee

Asst. Secretary of the Navy

Washington City, D. C.

I left Mr. Garvin at Beaufort to examine & report on the boiler of every Steamer off Wilmington & in the Sounds to fill an order of the Bureau. When he returns I will submit a report on the *rank question.* Dr. Wood has written in his peculiar strain. He tells me he is to leave soon. Could my friend Fleet Surgeon Palmer (recently detailed for Farragut's Squadron) succeed him? If not I wd. like Dr. Fox to fill the vacancy. But I hope you may give me Dr. Palmer.

[S. P. LEE TO G. V. FOX]

Dec. 10/63

Dear Sir

I dont believe the Raleigh Register's Wilmington telegram. The Raleigh Standard is the better paper —the former is a Secession sheet & doubtless aimed at renewing the trade which had just received such a staggering blow, on the next dark of the moon.

As to the Herald's attack—I was at Beaufort on the night of the 19th, when the above reported great violation of the blockade took place, & was sorry to find 8 blockaders there for coal & repairs, &c. All the rest of the Herald's article (8th inst.) is fiction.

It was however then the light of the moon—a good time for the blockaders to supply their wants after the preceding period of great activity, & corresponding consumption of coal & success. I was off Wilmington a few days afterwards & heard nothing of that monster blockade running.

Yours very truly

Hon^ble G. V. Fox — S. P. LEE

Secy of the Navy.

I have deemed an official letter necessary.

L.

[S. P. LEE TO G. V. FOX]

Minnesota, Dec^r. 14/63.

My dear Sir:

Your favor of the 12th inst. is received. I will cheerfully and kindly carry out your plan in respect to Mr. Bates, & will take particular interest in him. Would

he not make a better beginning here if he came with his appointment? The probation might be humiliating & discouraging.

Pardon the suggestion but I really think that the Department shd. give me intelligent instructions as to the respective rights and duties of men-of-war and of armed transports in the service of the Army in such cases as those of the "Margaret & Jessie" & "Banshee" as the whole matter comes under the act for the better government of the Navy. I suppose it to be not a mere question of law but one of public policy & naval administration. I do not wish the authority and usefulness of men-of-war impaired by any omission of mine, but I desire to avoid erroneous construction of novel & important points of Naval administration & law. This subject is referred to in my official numbers 948 of Novr 12th, and 973 of Novr 24th/63.

You ask if I have a positive opinion that a military force can land and take Ft. Caswell in the Winter Season.

I think that troops can land on the Sea Coast westd. of Ft. Caswell and under shelter, (from Northerly winds, which prevail in winter) of the coast, and Smith's Island, & shoals—and the landing cd. be protected by the guns of the Navy. The Navy wd. officer & man the army Surfboats. One seagoing iron clad would be necessary. It is a military question as to the force & other military means required to take Ft. Caswell in the Winter time with the Army of the Potomac in winter quarters, & the rebel army in Virginia footfree and within 24 hours travel by railroad to Wilmington. Then the kind and amount of transportation required for safely carrying & landing the troops, artillery, ammunition & provision may be ascertained and provided as for the landing at Vera Cruz: and it will

be well to have the plan then adopted and executed fully examined into & reported on.

I am sorry you are not to come down before the holidays are over.

Very truly Yours

Hon^ble G. V. Fox — S. P. Lee

Asst. Secy of the Navy.

[S. P. LEE TO G. V. FOX]

Private

Minnesota, Feb. 20/64

My dear Sir,

Yours of the 17th came to hand last evening. Thank you for your agreeable congratulations on the last hit off Wilmington—which makes the number of blockade runners, captured or destroyed since July 12th, twenty-six, and since the blockade was strengthened last fall the number is, 23, twenty three steamers lost to the trade.

Can the history of blockade beat this?

I don't believe that many prizes will be made hereafter. The runners now take to the beach too readily when they see a blockader by day or night. I pride myself on the conduct of the blockade which has given me much care, thought, and writing. My instructions will show this when I send them to you—they certainly cover the whole ground & work well though several runners have got in lately. I think the additions to the runners are less than the numbers destroyed &c. Did you not disclose too much to the runners in publishing that part of my despatch about the Sassacus which exposed her cruising ground? She and the Eutaw were ordered to the Sounds. The E. got aground on the

swash. They were both ordered to the outside blockade several days ago—the S. to intercept the *Bermuda* & the E. the *Nassau* runners. The Sassacus has done well and the Eutaw will do well & maybe better as to speed than the Sassacus. I congratulate you on the success of this class—with a little improvement in steering, in some of them, they'll beat the Clyders. Donaldson says the Sassacus made splendid firing at the Keystone State. He must have been very thirsty on his way to Beaufort Bar! Did you note his stiffness and flings about my influence &c? "Fouche" wont respond to any call to furnish the information on which he accused Captain Upshur of disloyalty. I shall send the correspondence to the Department and must order a court of inquiry. *Trade,* I suspect, is the demon which instigates all attacks on the blockade and blockaders. Its profitable monopoly requires strict exclusion of foreign competition, and scarcely tolerates the form of blockade against inland trade. You reminded me the other day that Genl. Dix objected to the boarding vessel blockading off Hampton Roads. As boarding returns are required of cruisers in time of peace how can they be dispensed with in time of war, and blockade which the Navy is required to keep in good faith?

I hear nothing more about the surrender of our naval magazine, buildings and grounds. They are much needed, and the "Carstairs" continued on demurrage.

Chief Engineer Long's force and knowledge are much needed at the Gosport Navy Yard.

The Atlanta—a horrid thing to live in—left before the Tacony took the place of the Wyalusing. She experienced bad weather and did well.

I trust you mean to give me the swift despatch and mail steamer which I have applied for—the "R. E. Lee," "Merrimac" or "Banshee" would do well. I

need something to take the mails, & special orders on an emergency. When I leave here Squadron papers pile up & office work gets behind hand. The "Newbern" passes semi occasionally instead of semi-monthly, and the "Fahkee" blockades and feeds the bartenders who carry but little coal. Only consider the superfluity of army transportation, and our absolute want.

The blockade of Wilmington is the blockade of two widely separated entrances each requiring as much force as Charleston did, if not more. Experience teaches that a mere inner line will not answer for blockading in this steam era. Now the blockaders are from one to two miles, and more, apart. This is only thick when it is so dark that all is thickness. In estimating the sea strength of this blockading Squadron one must only count the steamers off Wilmington. The rest are keels not pennants. Winter blockading is very trying to machinery, & nearly a third of the vessels, sometimes more, are absent for repairs & coal—going returning or at Beauport—not to speak of those (like the Monticello away 3 months) at northern ports.

I thank you for the Peterhoff—I hope she is suited to the Service. Capt. Forbes said I was to have the Cherokee—I hope so, where is Sampson? I have special want for him, & trust he is not now to be detached from this Squadron. Cant you give me Clitz? He too knows the requirements of this blockade. It is a grave mistake to make changes on blockade services. An officer acquainted with the situation is of more account than one of equal merit who is not. Where are all the regular Navy officers? Except the few on this ship and the Roanoke there are but two this side of Cape Henry, three in the Sounds, and (say) two or three dozen, old and young off Wilmington. Will you not give this blockading squadron its proportion of the fast Navy

vessels? So far as blockade running is concerned this squadron has more to do than all the others. Wilmington & its entrances and adjacent inlets, require more attention than all the rest of the coast. The depots at Bermuda & Nassau are tributary to it—a modern blockading Squadron has much more to do than merely threatening an entrance. It sh[d] intercept runners where daylight shows them after a long night's run from either lines. In no other way can a modern blockade be made effective. Out runners cannot be stopped just off an entrance which they can pass any dark night.

You will be surprised, on examination to find how few steamers of the number and kind assigned can be kept immediately off each bar to Wilmington at one time. It is the severest service imaginable, and strangely well do the steamers stand it. But more, and new, & swift ones are absolutely needed for the North Atlantic Blockading Squadron. Since last summer only has this blockading force been much more than nominal for want of strength.

How many of the new monitors are to come to me? & when may they be expected? I long to co-operate with an army capable of investing Richmond or Wilmington à la Vicksburg. What chance of it & when?

Very truly Yours,

Honble G. V. Fox
Asst. Secy of the Navy
Washington City.

S. P. Lee

P. S. My rebel namesake does not like his father seem to have the favor of the sex— His uniform was lost in the *Vesta,* and his sword has followed suit in the *Emily.*

The Emily's engineers helped heartily to get her afloat, but in vain. I shall recommend to you to let them off.

L.

[S. P. LEE TO G. V. FOX]

Private

Minnesota, March 20/64 p.m.

Dear Sir:

Braine writes of his desire to remain on the blockade of Wilmington, with which he is well acquainted,—that he is "*very very* much disappointed in the speed of the Vicksburg"—and of his earnest wish that *you* will have him ordered to the "Catapuxi" when she is purchased, which he supposes will be next June.

I hope you will be able to gratify him in both of his wishes. He is a good officer, understands the Service he is on, & w^{d} handle well an active vessel.

Two nights since Genl. Butler asked me if all the Monitors were needed at Charleston besides the Ironsides. I made the best answer I could, but will say to you that I deeply feel the professional disadvantage under which I shall labor in not having some light draft ironclads to co-operate in the forthcoming attack on Richmond which doubtless Genl. Grant must make.

When the time comes I will co-operate with the Ferry boats if I have nothing better.

Mrs. Frank Lowry was at the Yard to-day when I was there, but I did not know it until sometime after she had left. I had been told that the party present was an army party from the Fort.

Respectfully Yours

S. P. LEE

Honble G. V. Fox

Asst. Secretary of the Navy

[S. P. LEE TO G. V. FOX]

Confidential

Minnesota, April 4th, 1864.

Dear Sir

Yours of the 1st inst. came today. Undoubtedly iron clads and some other vessels must be needed here for the approaching campaign.

Should not iron clads for the Gulf be sent either from the Mississippi river or Charleston?

We return to the army sailors who cannot pass the examination.

I thank you heartily for the promise of more vessels for Wilmington when you get the seamen now to come promptly from the Army.

You say "what a pity that Cushing's undaunted courage and good luck cannot be put to a useful purpose in a manner to tell upon the enemy." Please explain this. I have always encouraged his *dash* & am ever ready to do so. What can he now do? He is urging me to let him cruise off for prizes. He went into Cape Fear river to get prizes. I am rejoiced that he returned with *éclat* to the Monticello. Pity he did not get a prize then. Well very well, that the enemy did not get a chance to surprise the Monticello by returning in her boats. He thinks that the Fort on Bald's Head may be surprised by the blockaders. Will you, in any manner, even by a "Go it Ned" (after the fashion of the British Admiralty & Lord Codington) justify the attempt? The idea is taking & the thing is possible though *Nelson* failed in such an attempt. But I like enterprises & have always encouraged them. Is this what

you hint at? I have a good idea of & good feeling for this youngster. Give me your mind in the matter.

The Richmond ironclads are designed to act between Drewry's Bluff & the city. If you will give the right means for this James river route *to* Richmond it can and will be taken. It is now the time to do this big thing. Jo. Johnston's report, which Genl. Grant tells me he believes is entirely true, shows the weakness of the rebels.

The upper James is the point for Naval co-operation & now is the time.

Respectfully Yours,

S. P. Lee

Honble G. V. Fox
Asst Secretary of the Navy
Washington.

MISCELLANEOUS CORRESPONDENCE

[E. CAVENDY TO G. V. FOX]

U. S. Bark Gemsbok
Blockading Beaufort N. C.
March 21st 1862

Dear Captain,—

I take the earliest opportunity to apprize you of the facts connected with the escape of the "Nashville" running out of Beaufort Harbor on the evening of 17th of March last.

No doubt the two vessels then on this Blockade will be censured by the Department—but in justice to my officers and crew, who exerted themselves in the most praiseworthy manner, to assist my utmost endeavors to prevent her running out, I copy from the log the whole statement of the affair.

(Copy)

6 to 8

"Light airs from S. W. latter part calm. At 7.40 P.M. observed the Rebel Steamer Nashville coming outside Fort Macon, beat to quarters, signalized immediately to Cambridge 'Enemys coming out.' Cambridge bearing S. ½ mile distant, fired our bow gun, hoisted foretopsail and jib, and sprung the ship with starboard spring broadside to Channel, the moment the Nashville came under our guns, fired at her as quick as we could load. The Nashville now being 1¼ miles from us, stood out the Main Ship Channel, with all speed, being calm she soon got out of the range of our guns.

The Cambridge moving slowly to S. E. we fired 20 guns, and no doubt the rebel steamer was struck, as she came out without a light to be seen, and when we fired the 3rd and 4th guns, her lights were seen flying fore and aft, and out again, and up again, after the Nashville being out of range of our guns, the Cambridge bore S. E. from us distant 1¼ miles she fired 3 or 4 guns but as it appears did not see the enemy—this occurred just before the moon rose—Nashville outside—from the time she was first observed until out of the range of our guns was twenty five minutes.

Signed T. WOLHOF"

8 to 12

"Fine weather and light breeze from the E. N. E. at 8.40 P.M. Captain Cavendy went on board Cambridge,—Captain and officers told Captain Cavendy they did not see the enemy, and fired 3 or 4 shots where our shells bursted. Capt returned at 9.15—all quiet—sharp lookout kept—air 56.

Signed A. G. DOODY."

With no wish to flatter, yet I feel convinced that had I been in charge of a Steamer, so that I could have approached him, the course of the rebel steamer would have been finished. There remain inside the harbor three vessels, two ships and one bark, the latter has hauled down close to the Fort, as if watching a chance to get to sea. The gunboat "Chippewa" arrived here on the 19th.

Feeling deeply mortified at the Nashvilles escape, yet I hope the time will shortly come, when I can par-

ticipate in reducing this nest of rebels, which is in plain view.

I am Very Respectfully Your Obedient Servant

EDW^{D} CAVENDY
Act'g Lieut. Commd'g

To Captain
G. V. Fox,
Assist. Secretary of the Navy

P. S. I have communicated the above particulars to the Commodore and requested him to forward them on to the Department, officially. The day before the Nashville came out, I thought I observed through my glass, that the after part of her hurricane deck had been taken off.

The Chippewa arrived here on the 19th—the State of Georgia on the 22nd,— The Cambridge leaves to-day 23rd.

E. C.

[G. V. FOX TO J. HAYDEN]

Private.

Washington, D. C.
April 3d, 1862.

Joel Hayden, Esq.
Boston, Mass.

Captain Ericsson is here in consultation with our people and Chief Engineer Stimers of the "Monitor." Modifications and improvements have been agreed upon by all parties which render the new vessels very superior to the "Monitor." I advise our State to take these specifications and follow them exactly. For coast harbor service this conception of Captain Ericsson is most admirable, and has no superior as yet. Such ves-

sels cannot be kept out of our ports except by absolutely closing the channel by mechanical means. The people of Boston ought to look to this, and be the first to adopt the only possible defence against iron vessels like the Monitor class. Government will build as many iron clad vessels in the next year as the country can produce.

G. V. Fox,
Ast Sec.

[L. M. POWELL TO G. V. FOX]

"Potomac" Green Island off Vera Cruz
April 4th—1862.

My dear Mr Fox.

The news of the fight between the Monitor and the Merrimac has created the most profound sensation amongst the professional men in the allied fleet here. They recognize the fact, as much by silence as words, that the face of Naval warfare looks another way *now*—and the superb frigates & ships of the line, such as "Mersey" "Massena" "Donegal" and "Fondre," supposed capable a month ago, to destroy anything afloat in half an hour—even if they perished in the effort—are very much diminished in their proportions, and the confidence once reposed in them fully shaken in the presence of these astounding facts.

The French officers were not so much astonished as the English evidently are— The Captain of the Fondre—60—but armed with 35 rifled 32^{s}—throwing a shell of 60 lbs—confessed to me that the French Navy *was* in *transition—no more wooden* ships of war were contemplated—those on hand would be used until the iron fleet was ready—after that, there would be two

classes of vessels in the French Navy—to wit—the fighting ships—iron clad—and the wooden ships, for troops and transport—in the latter class would be found the existing steam Navy.

That England contemplates the same thing is quite probable—the more certain as nothing is said or written on the subject. The destruction of the British fleet by this change of system, will be enormous—they have already converted all their sailing ships of any value into auxiliary steam ships—and will now have to go to work to plate them—or do worse— They have not, I learn, a solitary sailing ship in commission abroad—they are abandoned as worthless—(as they are)—in the presence of the steam navy. In all the allied fleet here I have not seen a sailing man of war.

I advised last summer that ours should be put in hand and clad in iron—the advice was perhaps six months ahead of the times but we should have had every port on the seaboard had it been done. It is not too late yet— Not only for our sailing ships—but for every vessel now building, or in contemplation. I would put iron jackets on every one of them and that quickly—in a hundred days the rebels will have a hundred unless we anticipate them, and destroy them on the stocks. They cannot get plates—but the railroad irons will be substituted—and a very good substitute is the rail. Thus, in my opinion, no time is to be lost—and I hope none will be. Iron will be King, instead of Cotton!

While on this subject I will suggest a matter of some weight, perhaps—the result of my reflections on the conflict of the two iron ships which you witnessed. If the Merrimac was damaged as well as foiled—the means of destroying the Monitor and her sister ships will be deeply pondered and the *means* employed when approved. There is quite ability enough to find out

the means perhaps amongst them—and there *is a* way, if I understand the construction of these ships.

The Merrimac, it seems, struck the Monitor on the broadside but did not break into her—but if the M. had been provided with an iron prow a few feet lower so as to take the side of the thin or *lower hull* of the Monitor —she must have been *destroyed.* And so with the Monitor—if she had been or was capable of being fitted with a deep and projecting beak.

Mention to Ericsson this hint; he has covered himself with honourable fame: I think he will not despise it.

And now adieu, and believe my dear Fox that I am yours respectfully and truly

L. M. POWELL

Mr. G. V. Fox,
Asst. Secty. of the Navy,
Washington

[G. B. McCLELLAN TO G. V. FOX]

Private

Head-Quarters, Army of the Potomac,
Camp Winfield Scott April 14 1862.

My dear Fox

Wyman is here & I will send this by him. I fear friend Missroon is not the man for the place exactly, he is a little too careful of his vessels, & has as yet done us no good—not even annoyed the enemy.

Can't you possibly arrange the matter so as to put Wyman or some one like him in command? It would of course be a great advantage that the Army & Navy Comdrs should know each other & understand each other, so as to secure perfect cooperation—put Wyman

in command & I feel perfectly sure that the thing will work out right. I received this morning a dispatch from Missroon as follows— "The enemy are increasing troops in rear of picket station abreast the ships today"— I replied "Won't you shell them out?"— Have received no reply, but have heard no shells. I have an indistinct idea that it would not be disagreeable to Missroon to go on Ordnance duty—a duty of great importance in these times. Do give me Wyman if you can—I like him & feel by instinct that he is a first rate officer for the work.

Effective naval cooperation will shorten this affair by weeks. Don't forget to let me have the Mystic. I shall soon open trenches.

The work before us is run but I can see the way to gain new and brilliant success.

Give my kindest regards to Judge Blair & say to him that I received his letter & will not fail to act upon his suggestions.

If Wyman comes here can you not send the Anacosta & Badger with him?

In haste very truly your friend

Hon G. V. Fox.
Asst Secty

GEO. B. MCCLELLAN

[J. S. MISSROON TO G. V. FOX]

Wachusett York River
Apl 15th 1862

My dear Sir

I beg to say that the arrival here of the Sabago with her 100 Pr Rifle and the Anacosta with her 50 Pr. have contributed largely to our effectiveness. Today,

the Sebago has suspended all operations, & has done with three shells what it w^d have certainly cost the destruction of all the Gunboats to have attempted yesterday. The Ranges of the XI in Guns are so short, and the fuses now furnished to Old Point Comfort Depot, for shell so defective that our services are neutralized in a marked degree. I could do more with three 100 Pr. Parrott Guns than with 12 Gunboats of the present armament.

I have found and reported the fact that near 50 pr. ct. of the fuses now issued explode at the cannons mouth—and I would add that I find serious doubts of the McClapham who superintends the work in the Washington yard. It is surely singular that our fuses are at this moment so defective!!

My dear Sir, give us Parrott 100 Prs. as soon as possible—& the Gun boats will be serviceable indeed. The Parrott Rifle only is to be depended upon.

Yours very truly

J. S. MISSROON.

Hope my writing may be read. Excuse it.

J. S. M.

[G. B. McCLELLAN TO G. V. FOX]

United States Military Telegraph,
War Department,
Washington, D. C. April 15 1862.

Camp Winfield Scott
near Yorktown, Apl 15th 5 P. M.

Hon G. V. Fox

Have just returned from the flotilla. Missroon has been annoying the Enemy all day with an eighty

pounder rifle, producing good effect. He will try them tonight. Things go better there today— A marked improvement

G B McClellan
Maj. Genl.

[M. SMITH TO G. V. FOX]

Unofficial

U. S. Steamer Monongahela
Off New Orleans Apr[l] 16″ 1862

My dear Sir,

If any thing could reconcile me to my late misfortune in the loss of the staunch old Ship 'Mississippi,' it would be the handsome and gratifying manner in which you have referred to it, in your letter received to day.

I beg you will accept my thanks for the kind expressions it contains relative to the course I pursued in the late action at Port Hudson, as well as for its comments upon my conduct during the war.

It will afford me great pleasure to comply with your wishes, in sharing your approval with my brother officers in command.

I have only to add, my hopes that the Department will soon relieve me from the command of the Monongahela, and give me something better adapted to my ideas of a Man of War.

I am with respect Yours very truly
Melancthon Smith.

Hon G. V. Fox
Asst. Secretary of the Navy
Washington D. C.

[G. B. McCLELLAN TO G. V. FOX]

United States Military Telegraph,
War Department,
Washington, D. C. April 22nd 1862.

Head Quarters
Army of the Potomac Apl 20th 10. P. M.
Hon G. V. Fox. Asst Secy of Navy.

How soon can I count on the Galena, with certainty? I am fast reaching a point where my operations must, to a certain extent, depend upon the fact of her cooperation, or the reverse. She will be of very great assistance to me, and if she can do what we were talking of, will shorten my work here very much.

G. B. McCLELLAN,
Maj. Genl.

[G. B. McCLELLAN TO G. V. FOX]

Private

Head-Quarters, Army of the Potomac,
April 28—1862.

My dear Fox

I send you copy of a letter just received from Capt Missroon. I do not think it possible that the rebels will do so foolish a thing as Capt M. supposes possible—if they did he ought to run in & attack the batteries in connection with the land batteries.

When will Capt Smith arrive to take command of the Wachusett?

We are getting on grandly & will very soon be ready

for the Galena to make her rush— I presume her little final arrangements are by this time complete.

In haste very truly yours

Hon G. V. Fox
Asst Secty Navy.

GEO. B. McCLELLAN

Enclosure

[J. S. MISSROON TO G. B. McCLELLAN]

(Copy) U. S. Steamer Wachusett
York River April 28" 1862

General

I have reason to believe that the enemy has withdrawn his long range Rifles from Yorktown, and has placed them in the woods, to operate on this Anchorage. The shells for the two 100pr. Vessels are nearly exhausted, and I am just now advised that a supply vessel may not be expected under three days & to husband our shells in the meantime.

Should the enemy place Rifles behind embankments, 900 yards beyond the margin of the River, our "XI in" Guns could not reach them. Their range for accurate firing being only 1,320 yds. & short of 3000 yards at extreme elevation, while the 100pr. mounted on extremely vulnerable vessels, with their machinery exposed, & with crews as yet unpracticed & short of shell, though with abundance of shot, could do little toward displacing the enemy.

As the first duty of importance for the vessels, will be to cover the landing of General Franklin's Division they must be kept intact & ready for it. I therefore think it proper to take a position somewhat further outside my present anchorage, till I get a supply of am-

munition, or till General F. be ready to move—but in the mean time shall keep a steamer in position to protect the Pontoons I see near "Sand box" and shall also throw a few XI in. shells into Yorktown or Glocester when practical at night.

I should think that the "Pontoons" at "Sandbox" indicate to the enemy, the intention to land at Glocester.

Very Respectfully
(Sd) J. S. MISSROON
Comdr.

Maj. Genl. G. B. McClellan
Comdg Army of the Potomac
Head Qurs near Yorktown Va.

Head Qurs. Army of the Potomac
Camp Winfield Scott, near Yorktown, Apl 28″ 62

Official

[J. G. BARNARD TO G. V. FOX]

H^dQuarters, A. P., near "Hockady's Spring," May 11/62.

My dear Fox,

The papers bring us, at last, an account of the Magnificent success at N. Orleans. It seems however that my forts were harder to take than supposed, and that even I, who built them (in a measure) and was willing to concede that a bombardment would certainly take them, conceded rather too much. However, the "iron clads" which I asked for were not forthcoming. I believe that *could* my plan have been acted on we should have had them in 24 hours.

I find Senator Wilson has publicly proclaimed Gen. McClellan a coward for lying a month before the Yorktown lines—and telling the people how much money it cost. It is sad to expend one's life and energies with but one high aim—to serve one's country and to put down a nefarious rebellion against established order and government—and to be conscious at the same time, that those who are believed and also possess *all* the authority and the public ear, *cannot* be made to understand—that they misjudge and vilify those who are doing all that God gives them strength to do to serve the cause.

Serve the cause! *That* is indeed a high object for it is a *just* cause—but there is a higher object—a nobler motive—and *that* is to *do one's duty*. I am here from no other motive. I seek nothing—I ask nothing, and if we are to have fools to criticize and rogues to direct it does not in the least alter that duty.

That we know so little of the country in which we commenced this campaign I do not understand. It was not my specialty to investigate that. All I heard warranted the belief that it was a favorable country for military operations, with *sandy* roads which would not become impassable from rains and mud. What it *is* you know well. Between Yorktown and Big Bethel a *wilderness* with no roads except one or two tracks through the forests and these impassable in wet weather to an Army train.

When we arrived before Yorktown, the defensive lines were *essentially* completed. We have seen them working much since then, but it has been in auxiliaries. It is quite *possible* (though no mortal could at once say so) that an attack the first day *might* have succeeded. But how were we qualified to make it,—a part of

Heintzelman's Corps had got up, with some Artillery, —Keyes was foundered in the swamps on our left, and, of the rest of the Army part were trying to get over roads impassable till our own labor corduroyed them, and a part was yet unlanded. The project of an assault was mere hare-brained folly—to cast the fate of the Army (and of the country) upon a slim chance. On the other hand, the method of siege operations against Yorktown was a *perfect certainty*. I never hesitated or doubted a moment, and, though I was disappointed, I was not surprised, on the morning of the 4th of May, to learn that the enemy had evacuated. I knew that he could not hold 6 hours after we opened fire and only hoped that he did not know *what* a fire would be opened upon him.

It seems *his* judgment corresponded with mine exactly and he took the course, to him inevitable,—he evacuated. What has been the result of one month's Campaign there? We have *taken* Norfolk—destroyed the Merrimac—opened the York and James Rivers—captured the lines of Yorktown and 100 pieces nearly of Artillery (counting those from everywhere in the Peninsula and Gloucester) and are within 40 miles of Richmond with an enemy utterly demoralized and staking his *all*—if he does fight—upon a battle, for which he has abandoned everything to raise a formidable force.

I do not mean that we are not likely to encounter formidable resistance between us and Richmond— I think quite likely we are, that we are to meet *everything* a desperate enemy can muster to oppose us and led into battle by men who feel that they are casting their last throw of the dice.

I sent, three days ago, an official report to Gen. Totten, of the siege of Yorktown with an accurate plan of

the fortifications of that place and of Gloucester, and a description of the lines across the isthmus. I really think that a competent military authority ought to express an opinion as to these defences, that the public and administration may really know what we have had to encounter.

I have had occasion during what has happened to know and appreciate the foresight with which Gen. McClellan has provided for the contingencies of this campaign. To him *personally* is due—more than to any of his subordinates—the triumphant success of the siege operations of Yorktown.

This Army which he has organized, surpasses all my expectations. It exhibits the discipline and order of Regulars and has shown that its fighting qualities are equal to its discipline.

I believe that no other man in the U. S. would have accomplished in "organizing victory" (*i.e.* preparing and disciplining armies—providing the material—and in exercising for a long time, as he did, a powerful influence over the general operations) what McClellan has and that *to him* more than to any man is due the triumphant results which the last 3 months have produced.

The Secretary of War saw fit to sneer at this expression "organizing victory"—says that God alone can give victory. Most true—would that *every man* in this Army was impressed with *that* sentiment, and would go forth to battle with the truth and *feeling* at his heart, that with Him the Hosts of men are but as dust which He scatters whither He will—that he who trusts in an "arm of flesh" is doomed, sooner or later to defeat. But God has told us that it is not by miracles but by human means that He achieves results, and it is through human means and human actors—and that it is through *men*

like Carnot—or Wellington or Napoleon—that He "organizes victory."

The H^d Q^rs pause here to-day. The General is off to the right. Our policy *now* is or ought to be, boldness. We should march *straight to Richmond* regardless of superior numbers or of aught else.

The fall of Norfolk and losing of the Merrimac are extraordinary events.

I think Jeff. means to concentrate *everything* for a desperate stand—at whatever sacrifice. If he does *not* do this I don't see what he can do? I don't think he can accomplish anything now against Banks or McDowell or Washington.

If you come this way again please send word to Mr. Barnard. I can get nothing I write for—all is *lost* through express agents, or Qrmaster's Depart.

I am very truly & Respectfully

J. G. BARNARD

G. V. Fox Esq
Asst Sec of Navy

[PRINCE DE JOINVILLE TO G. V. FOX]

Cumberland, May 13th 1862

Sir

I write to you to trouble you with a little personal business. My son at the Naval Academy is about going on board the practice ship for the summer drill. I should attach the greatest importance to his tutor M^r Fauvel being allowed to make that cruise with him. If you can give the necessary orders to Captain Blake I shall feel it a great favour and be very thankful. M^r Fauvel is a distinguished officer of our navy. He can

in no way be an embarrassment on board and perhaps with his French terms he may render himself useful to all.

I think I may again congratulate you upon the doings of the navy on the Mississippi. The exploits of the Varuna are truly magnificent. Here we are going along pretty well.

Thouston has conducted his retreat remarkably well. He tried our metal at Williamsburgh and found we were more tough than he expected. General McClellan must be satisfied now and the public also that the plan of campaign was a good one.

Now we have probably the enemy concentrated in front of us in large numbers. Their men are dispirited by all these retreats, the officers are said to be desperate. If they persist in their intention to fight the nut may be very hard to crack and in that case I shall regret that we have not imitated the enemy and concentrated our forces in overpowering numbers. Pepper-box work is the bane of all military operations. Great moves render all secondary matters useless.

But the enemy may give way without a fight. The naval action of the gun boats in the lower river may bring that result. He has also chosen his battle field very near Richmond and large civil populations dont like the mêlée of cannon.

But I stop here any reflections and close this letter in signing myself

Yours truly

Fr. d'Orléans
Prince de Joinville

[WM. FAXON TO G. V. FOX]

Fortress Monroe,
May 16th. 1862

Dear Sir:—

We are here this P. M. all well, and shall *probably* return some time next week—exactly when remains to be seen—no definite time for leaving has been fixed. The programme now is to move "on to Richmond" to-morrow. Flag Officer Goldsborough with the Susquehanna, Wachusett, Maratanza and several other vessels leaves at early daylight to-morrow to subdue two forts about twenty miles up James River and we expect to accompany the expedition and I hope the Secretary will have the honor of raising the old Flag over one of the forts. The first day we were at Cumberland and saw McClellan, Maj Russell, & other acquaintances and just before night McC. & Seward on horseback reviewed some thirty thousand troops—the rest of the party following in carriages. Yesterday and to-day we have been in this vicinity, at Norfolk, on Craney Island, at the Navy Yard over the wreck of the Merrimack, &c.

Mr. Seward is quite disposed to go up James River as far as possible. Wyman's fleet was telegraphed for yesterday. It is hoped that it will soon be here as it is apprehended that the boats may be serviceable in cutting off the rebel retreat. Mr. Welles desires you to send word to his house that they are well.

Just been eating green peas and strawberries.

Truly yrs

G. V. Fox, Esq. WM. FAXON

[G. V. FOX TO B. F. BUTLER]

Navy Department
May 19, 1862

Maj. Genl. B. F. Butler
Comg. Dept. of the Gulf &c.
My dear General

I have your note, and all the reports are in. It was well done. To say more is to attempt ornament where the high relief will not permit it. Your Proclamation is well spoken of everywhere.

The most delicate, but the most important duty is entrusted to your hands viz: drawing back into the ark the wanderers and the deluded. This requires more brains than it does to fight.

The Mayor and his staff must declare whether they are desirous of the protection afforded to the citizens of the U. S. by declaring themselves such, or otherwise, because in the latter case they declare that they are only entitled to the treatment of the conquered.

You will find trade pouring in after the 1st, which I think will assist you. We are in doubt whether Farragut has gone up the river according to his instructions, and the position of things west, renders this step most important, so we have despatched a special steamer to call his attention to his instructions on that point. Wishing you all success, and feeling the deepest interest in your movements, since I had so much to do with having you sent there,

Believe me, truly yrs

G. V. Fox

[G. V. FOX TO F. ENGLE]

Navy Department
May 22 1862

Capt. F. Engle U. S. Navy
My dear Sir

I have your two notes. I have written to Blake. He deserves all you say of his admirable management and fitness for the post of guide to our young navy. These young men will see a great change in war afloat now inaugurating. Everything goes over board except Gunpowder and perhaps that will be but auxiliary.

Most of the great naval fights are done and they certainly will be before another iron clad vessel is at sea. But if we do not mean to suffer the humiliation that has already been placed upon us, we must have a large iron Navy, and to that we are now bending all our energies and hopes.

Very respectfully &c

G. V. Fox

[G. V. FOX TO G. S. BLAKE]

Navy Department
May 22, 1862

Capt. Geo. S. Blake
Supt. Naval Academy
My dear Sir

The navy owes you so much for the preservation and admirable management of the Academy, that I venture to make a suggestion to you. In vessels like the "Monitor" there are four line officers, and four engineers. That is a fair representation for the future. My idea is

that both of these grades should know each other's duties. Let us establish at the Academy a Professorship of Steam Engineering by ordering there the most scientific Chief Eng. we have, with an able assistant from the corps, and let the young engineers attend a course there, and teach them at the same time the great gun exercise and infantry and artillery tactics; then we shall have eight fighting officers instead of four. Of course we teach the Midshipmen also, and gradually it may become a branch for the other officers to avail themselves of. I would also like to see the matter of iron, placed with the ordnance, and treated by a skillful learned person.

The navy is undergoing a great revolution. Instead of being bladders floating along with the current, let us engineer the current for the future good of our country and the service. I have endeavored in this war to preserve the organization of the navy, and to carve out work for it which should be purely naval, depending entirely upon the power of its ordnance, the skill of its officers, and the unflinching courage of its sailors. I knew the arm thoroughly, and in the dark hours of preparation, I laughed at the public abuse, knowing the victories the navy would give to the country. We have won and now we must take advantage of it to place the school on a firm basis to meet all the requirements of the times. All improvements and changes are better done in war than peace, and I only throw out a few hints to beg of you, to whom we owe so much, to elaborate them and you shall find a willing heart to help you. It looks as though we could not get back to Annapolis. I wish we had a steamer but this year 'tis impossible. Do you wish the Sabine?

Very respectfully Your Obedt Servt

G. V. Fox.

[G. V. FOX TO J. W. GRIMES]

Navy Department
May 28 1862

Hon. J. W. Grimes
U. S. Senate
Dear Sir

I enclose you the Naval App. Bill with a few remarks which seem indispensable. I beg of you for the enduring good of the service, which you have so much at heart, to add a proviso abolishing the spirit ration and forbidding any distilled liquors being placed on board any vessel belonging to, or chartered by the U. States, excepting of course, that in the Medical Dept. All insubordination, all misery, every deviltry on board ships can be traced to *rum*. Give the sailor double the value, or more, and he will be content. I enclose a mem. by the Chf. of Bu. of Prov. and Clothing. I ought to call your attention to the fact that iron enters most largely into the present and prospective requirement of the Navy, but no provision has been made, either for the construction of iron vessels, or the procurement of the plates. Not a single yard is capable of striking a blow on iron, yet the building of wooden vessels is stopped. Cannot something be done to enable at least a start to be made? Please add a proviso that no chaplain shall be appointed over the age of 30. There are vacancies, and if it is not soon added, we shall have half a dozen men over 60 years of age.

Very respectfully Your Obt. Servt.
G. V. Fox

[G. S. BLAKE TO G. V. FOX]

Nav Acady
Newport R I
28th May/62

My dear Sir,

I received in due season your favor of the 22d, and hardly need say that I concur with you fully in regards to our young Engineers, and that I will elaborate your hints to the best of my ability, and give you the result as soon as I can. I am, at the present moment, so completely occupied with the Board, and the arrangements for the Practise Ship, as well as the programme for the class on board the "Constitution" that I have hardly time to think of anything else. But I take it for granted that you are in no particular haste.

Accept my sincere acknowledgements for the kind and flattering opinion, which you express of my poor success here.

It is a terrible misfortune to any officer to be out of active service in this war, and especially in view of the reorganization which is about to take place, but my old, and best professional friends have urged me so strongly to remain quietly where I am as long as such is the pleasure of the Dept, that I must accept my fate whatever it may be.

I trust you will not find it necessary to take Lts. Luce or Lull from the Academy, for they are invaluable in their respective positions. Both are men of high professional attainments, Christians by profession, officer-like in learning, and firm, but extremely judicious, and kind, in their intercourse with the Acting Midn. They are in brief the best *models* which our young officers

could have before them, and their labors will tell for many a long year.

Believe me with great respect & regards Yrs

G. S. BLAKE

G. V. Fox Esq.

[W. N. JEFFERS TO G. V. FOX]

U. S. Iron Clad Str. Monitor
James River June 2nd 1862.

Sir,

I have heard of Mr. Griffith Morris, and his method of correcting compasses—having been a passenger on board the iron steamer 'Spalding' the compasses of which vessel had been adjusted by him and were correct. From the description of the method by Capt. Howse of that vessel so far as he was permitted to see it, the plan is similar to, if not identical with Prof. Avingé mode. Viz: He places two powerful magnets on a fore and aft and athwartship line on the deck, drawn through a point perp: to and over or under the compass. Then by trial and error, moves the magnets on these lines until the compass points correctly. He claims to have some secrets relative to the matter, but the above is the principle.

The compasses of the Monitor never have been adjusted, and are entirely unreliable. I should recommend that Mr. Morris be employed to correct them.

A most unfortunate accident occurred on board today. A small poppet valve in the bottom of the main feed pump, got adrift and then under the plunger of the feed pump, bending and cracking the connecting rod and also bending the air-pump piston rod. We are dis-

abled except for a great emergency until duplicate parts can be sent. I send by this opportunity, drawings &c. to the Flag Officer that he may telegraph to N. Y. immediately.

I feel very much chagrined as we were on our way up to the scene of our late fight, with the object of ascertaining the present condition of his defences, and of communicating with General McClellan should he be in a position, where we could afford mutual support. It was not the intention of Commander Smith to draw the enemy's fire but only to give a moral support, by diverting the attention of the enemy. He directed me to follow him so soon as possible, but finding the damages so much more serious than anticipated I dropped down to our former anchorage and send a tug with this and dispatches to the Flag Officer. In coming down I was obliged to work high pressure.

Very Respectfully

G. V. Fox Esq. WILLIAM N. JEFFERS
Assistant Secretary of the Navy. Lieut. Comdr.

[G. V. FOX TO A. D. BACHE]

Navy Department
June 9, 1862

Prof. A. D. Bache
Supt. Coast Survey
Washington

Dear Sir:

An iron navy requires a great and expensive establishment not possible to place within any of our present yards. I have made a little move during several months, by suggesting the transfer of the present yard at Phila.

to League Island upon the condition that the city presents us the land. It meets with favor and is beginning to take shape.

I wish you would do me the favor to let your people give me a few notes such as area of the island, including what would be filled in, water front, depth of water along this front, character of the soil height above high water and freshets, depth of water to this place from the sea, whether above or below the point where the river is sometimes frozen, and any data about ice, such as whether ships can be protected from it on this frontage, and this seems to me an important question in connection with a yard at Phila. With the buoys and beacons removed could a Delaware pilot run a ship of 17 feet or less to the yard.

If I consulted my local feeling or my *constituents* I should advocate this great yard north, but I believe all things considered League Island is the place.

It has often been spoken of and the new navy throws it at once in to high relief. If you will give me an early reply and the further suggestions of your sound mind, you will do the country a great service.

Very respectfully &c.

G. V. Fox

[A. D. BACHE TO G. V. FOX]

Coast Survey Office
June 11, 1862

Dear Sir

In reply to the questions contained in yours of June 9th I beg to say that the area of League Island, in the Delaware, within the present dikes is about 410 Acres,

or nearly two thirds of a square mile. When filled out to 6 feet water it would be, say 645 Acres. The main water front is nearly 3000 yards which may be increased to 3300 by filling in and using the west end of the island. The 18 feet curve comes within 95 yards of the shore (in one place within 65 yards) and there is 28 and 30 feet outside of it, in the channel.

I will take steps to ascertain the character of the soil and height above high water and freshets.

Eighteen feet at mean low water can be carried in from sea. Ice makes to a point considerably below League island, in cold winters. I shall obtain information about the exposure to ice, but should infer from the character of the shoal at the north end of the island (see map sent herewith) that the frontage would be protected very easily.

A Delaware Pilot could undoubtedly take a vessel drawing 17 feet up to League Island, even if the buoys were removed—so could any experienced hydrographer.

The facilities for procuring the material for the iron navy would make Philadelphia an eligible spot for such a yard.

I would recommend borings to ascertain how far the foundations of buildings, docks, etc. could be safely laid.

Very truly & respectfully Yours

A. D. BACHE

Hon. G. V. Fox
Assist. Secy of the Navy

[G. F. EMMONS TO G. V. FOX]

U. S. S. Hatteras
Coaling below
N. Orleans June 11th 62

Dear Fox—

Since we parted in Washington 8 months ago The Navy has been every where successful (if that butting affair at Hampton Roads be excepted—and even in that we gained credit if we were the least successful.)

Most everywhere on the Rivers & Seaboard we have led the Army—and our losses have been surprisingly small—especially in the advance to this City where the Vessels were so long under fire—the Rebels were a few days too late—as in some other instances—in their preparations & found themselves obliged to destroy their most formidable Iron Clad Vessel to prevent its falling into our hands—had this Vessel been ready, properly armed & equipped—she would have been as great an obstacle to our fleet as the Forts on the banks of the river—& perhaps would have done much greater mischief.

And why we should have stopped here with the Miss. closed above, across which the Enemy are continually receiving supplies—& the bombards sent East—I cannot comprehend.

Having first opened this River & cut off the enemies supplies Mobile & Pensacola would naturally lay in their way—bound home—and from all accounts the latter was so much desired three months ago while I was at Ship Island that I had arranged with Genl Butler to take it with this Vessel aided by two Gunboats & a de-

tachment of his Army—when a Com. from the Flag Officer notified him that he was ready for his co-operation in this river.

The Mortar Vessels are about to ascend the River to undertake a job—that however difficult now, would probably have been easy at the time they left the River —and quite possibly their services might have been dispensed with altogether had our Gun Vessels all advanced then.

The Rebels have even in their desperate condition—the buoys of hope & brag strongly developed— And if they cannot succeed—they appear determined to leave as little as possible for their enemies to enjoy.

The Safety of New Orleans I suspect is due more to their surprise (for they never believed our fleet could get past their Forts & Ships in the River) than to the Union Sentiment which dared not express itself here.

But this is all a digression, when I commenced it was with the intention of asking you—what has occured to exempt the Navy or its Officers from that advancement and promotion which has followed the Army in all its successes?

We are left in the same position generally—as when deserted by the Traitors—& I question if History furnishes another such example— Now in regard to this Vessel I will say that she is in better condition than when I left the U. S. but her bottom (being an *Iron* Vessel) is very foul and it has so diminished her speed —that I have lost three valuable Prizes— Nothing ventures out now—and for these and other reasons I should be very glad to be relieved here, if my services can be as useful elsewhere.

I have never had any Marines and am much in want of an Engineer in place of the worthless fellow sent

home & a M. Mate in place of one diseased— I have made some Dozen Captures & destroyed no small amount of Rebel property that I was unable to save—

Truly

G. F. EMMONS

[J. A. DAHLGREN TO G. V. FOX]

Washington Navy Yard,
June 12, 1862.

Dear Fox,

The practice here has been of great interest already, and will I doubt not supply something more reliable than those results which have misled the English. But it is entirely too limited yet to furnish a general rule even as regards the flat plates: And when this has been reached there is nothing to indicate whether it holds good in the formation of a tower as it does in the flat side.

Most of the mistakes that arise in such matters is the attempt to generalize from a few isolated facts. If care and patience are not used to develop the true state of the case you may be sure it will be paid for in a heavy expenditure and in more or less risk to the public interest.

There is any amount of evidence to this point.—Just at this moment,—It is notorious that the English have blundered ridiculously for the last three years: And our Rifled guns which were so doubtful last year by reason of the great hurry, will in the end do well when we get good iron.

One 30 pdr. has gone to 1200 rounds and may stand

2000. If I can get the means there is no reason to suppose that the heavy guns may not do as well.

To return to the subject of your note.— Four solid plates of 4 to 4⅝ inches in thickness have been fired at, each representing a different kind of Iron.

No. 1 from Lake Superior.
No. 2 from Philadelphia.
No. 3 from Scrap Iron,—and
No. 4 from Salisbury Iron.

The No. 3 and the No. 4 were carefully hammered in this Yard, and as well as the Nos. 1 & 2 were pronounced by good judges to be sound and of excellent quality.

The 4-inch plate was pierced by the XI^{in}. Shot and the disc cut out by it carried through the 20 inch of Oak backing and against the 1 inch plate with such force as to dish it. Had the bolts held it would probably have been penetrated.

The same kind of shot penetrated the 4⅝ inch plate and forced the disc in on the wood but did not detach it entirely from the rear surface of the plate.

Cracks however were formed which were increased by firing a 50 pdr. round Shot and two rifled 40 pd shot.

The 5th Shot from the rifle gun completed this separation and broke away the lower quarter of the plate, —some 3 feet by 1½ feet.

I see no reason to doubt that under like conditions the same could be repeated.

The plate made up of four plates of one inch, and one of half an inch, from Abbott's works has only received one shot of XI^{in} one from Smooth 50 pdr. and one from Rifled 50 pdr.— It is more easily penetrated than the solid 4½ inch,—and the bolts are broken in incurring the blow.

But there are no cracks yet formed,—and the plate

is not bent inward so as to throw out the ends, as the solid plate is,—but retains its general planeness.

I am most truly yours,

JNO. A. DAHLGREN

Hon. G. V. Fox,
Assistant Secretary of the Navy.

[G. S. BLAKE TO G. V. FOX]

Naval Academy
Newport R I
17th June 1862

My dear Sir,

I have given the subject which you submitted to me on the 22d ulto, a great deal of reflection, consulting with several of the officers, and professors, in regard to it, and, as I hardly need say, we thoroughly appreciate its importance, and are prepared to second your views most cordially and heartily. To make the Academy a school for engineers would require considerable changes in the Academic Course. Descriptive geometry, which was struck out of it sometime since, should be restored, for it is needed in the study and comprehension of machines. There should also be an extension of the course of Analytical Geometry and Calculus, by means of which many of the formulas relating to steam, and the steam engine, are derived, and the course of drawing, which now embraces mechanical drawing to some degree, should be extended. We should also have more of chemistry.

All these would be very great improvements of our educational course, but, unhappily, they have been crowded out, or curtailed, by the necessity of devoting the first year to the common school studies of arith-

metic, English grammar, geography, and history. For Engineers there will, also, be needed an extended course relating especially to their own department, and should there not also be a workshop upon a moderate scale for them?

Again, it must not be forgotten that we should have two classes of students, destined for two different lines of duty, and that from one class are to be made all the promotions to the highest grades. Some well digested regulations in regard to these classes, would be *very* necessary. The selection of a professor of Steam Engineering would be a very important matter. We should not only need an able mathematician, but he should be sufficiently enlightened in other Academic studies, to appreciate the importance of the whole course of instruction, and avail himself of it to the fullest extent in his own particular branch.

It seems to me, that so far as our Coast defences, certainly, are concerned we have arrived at an age of iron, and the importance, as you observe, of having that matter treated by a skillful learned person cannot in my judgment be overestimated. Some years since I superintended Stevens Steam Battery, and participated in a great number of his experiments with heavy ordnance upon iron plates. I think I foresaw faintly just what has come to pass.

Having said thus much, allow me to add that it would, I think, be better to delay this modification of our system, until the Academy is permanently reestablished, and then to submit the subject to a Board of officers, and professors which should include a scientific chief engineer. Be assured that now it is as much as we can do to keep the institution in good condition, under the present system. In this opinion all our officers concur.

I am trying to make such arrangements as will preclude the necessity of asking for another frigate, but whether I can succeed or not is uncertain. If I cannot, I shall so inform the Bureau in a few days. The number of officers of the right kind, which can be spared for the Academy is so limited, that compactness is very necessary in our arrangements.

I see that the Senate is in favor of our return to Annapolis. Excuse me for saying that I trust we shall not go back until the political atmosphere of that place is somewhat purified. I am sure, that when the rebellion broke out, many of our best youths were destroyed by the influences around them. Some of the leading people of the place, men and women, aided in their destruction. Several resigned who never returned to their homes. If you can give me a single line telling me what the decision is likely to be in relation to the young engineers I shall be much obliged.

With great respect Your Ob Ser

G. V. Fox Esq. G. S. BLAKE

[J. DeCAMP TO G. V. FOX]

Gun Boat Wissahickon
15 Miles above Vicksburg
June 28th 1862

G. V. Fox Esqr.
Assist Sect of the Navy
Wash. D. C.

Dear Sir,

One of the Army boats leaves here in half an hour for Memphis, and by her I send this note to inform you that this morning at two o'clock the Iroquois, Oneida,

Wissahickon, Richmond, Sciota, Brooklyn, Hartford, Katahdin and Kennebeck moved to the attack on Vicksburg. My orders were to pass on up the Yazoo River with the other gun boats; but arriving there and the gun boats not joining me, I shall await further instructions from the Flag officer. The fight was very hot for about an hour, and I fear our ships have suffered more than we anticipated, but as I have had no communication with any of them since passing the forts, I cannot state their condition. The Iroquois, Oneida, Sciota, Richmond and I think the Hartford passed the forts, but the others remained below.

Gen. Williams U. S. A. had established a rifle battery opposite the City, and was in full operation when I passed the city.

I think you had better send me out a new gun boat, as this is the second one I have nearly used up in this river. In this affair our great loss was in the powder division where nearly every man was killed or wounded by the explosion of one of the enemy's gun-shells. I am sick with fever but manage to keep about.

Very truly
J. DeCamp

[J. P. BANKHEAD TO G. V. FOX]

Unofficial

"Pembina" Stono River
June 29th. 1862

My Dear Fox,

It is not often that I comment upon military matters or say anything about affairs which do not appertain to my own profession. Things down here have taken a

strange turn in a few days. The whole camp and naval flotilla have been electrified by an order from Gen. Hunter to *evacuate* James Island. It has fallen like a shell amongst us. By dint of excessive labor, frequent and bloody skirmishes, we have obtained a foothold upon the island within eight miles of Charleston. Batteries and earthworks have been erected at a great expense of time and labor, twenty heavy guns and mortars put into position and every thing done to make the position impregnable. The troops are in the highest spirits at the prospect of an advance and all felt confident that with the protection afforded by the Gun boats the position could be held against any number of men. From the generals commanding the troops down to the privates the order has cast a gloom which must be seen to be appreciated. The General Comd^{g} the Department remains at Hilton Head never once having put his foot upon the scene of operations and issues his orders which bring disgrace and demoralization upon the whole service. The idea of returning to Hilton Head and a "masterly inactivity" has done more to demoralize this corps and rejoice the enemy than anything that has occurred here during the war. Men and officers are almost in a state of mutiny on shore, many threaten to resign and a general gloom pervades the camps. I *know* the opinions of Gen^{ls} Wright, Williams and Stevens as I have just returned from a visit to them. To say nothing of the enormous expense of transporting 12,000 men and 1200 horses here by water, I feel the effect will be disastrous in the extreme. One reason assigned for the change is that the position is an unhealthy one, that does not hold good as the medical men have given an opinion that this is as healthy a place as any on the Coast and *more* so than Hilton Head. Would to God something could be done to change the

complexion of affairs down here. Every one here (notwithstanding our check of the other day) has felt confident that in two weeks we would be in a position to open fire upon Fort Sumpter, but this disastrous order has ruined all. We will never again have so good an opportunity or position to advance upon Charleston. Of course I know nothing of the plans of the Government nor would I presume for an instant to comment upon them, but when I believe that such orders emanate *only* from the Gen[l] Com[g] the Dept I cannot help expressing myself a little strongly. I do not think that *every* body can be wrong. There are Generals and Engineers here, officers of experience and high character who cannot *all* be wrong. I confidently believe that the evacuation of James Island by our troops at this time will create *too* much comment in the public journals. It will take at least two weeks to get everything off as the evacuation must be conducted with great care to prevent an attack in force from the enemy. I had a long conversation with Drayton to-day and he is still more decided in his opinion than myself, and seems to think that Hunter must be either *mad or a traitor.* In a strategic point of view there is not a better spot on the whole coast for landing in force to attack Charleston than the Stono River, easy of access, good water and quite as healthy as any place on the Coast. We had some difficulty in clearing the enemy from our front and should we *now* retire all the work and *more* would have to be done over again. It was something to inspirit the soldiers to have the spires of Charleston in sight and all felt that at last, after months of weary waiting, the time had come when we were to strike a blow at the very stronghold of rebellion. Even the sick protested against being left behind when the army left Hilton Head. All felt that the great object of the expe-

dition was about to be accomplished and one and all felt that it would be a matter of pride and boast to belong to the army that first made Charleston feel the just indignation of an injured government. Excuse me, my dear Fox, for writing so feelingly and strongly upon the subject, but I wanted to give vent to my feelings and I felt that by doing it in your direction I *might* do *some good*. I think it would be well to relieve the old gentleman at Hilton Head who sits all day in his shirt sleeves and enjoys himself in the bosom of his family instead of being at the head of his army and doing his country some service.

Yrs truly

J. P. BANKHEAD.

[A. SANFORD TO G. V. FOX]

Cairo, July 1st 1862

G. V. Fox Esq
Asst Secretary of the Navy
Washington, D. C.

My Dear Sir:

Your esteemed favor of the 27th ult. is received and in accordance with the kind suggestion you made, I withdraw my application for leave. It was my intention, and is expressed to Comm. Pennock, that, had a leave been granted me I would not avail myself of it till the work in progress and expected in the Ord. department had been so far arranged or completed on the vessels now at Cairo and expected up from below, that no possible injury or delay could have occurred to their speedy equipment.

Since my application was forwarded, two more prizes have arrived for repairs and outfit. There are now lying at the Navy Depot, the "Genl Bragg" —"Sumpter"—"Genl Sterling Price"—and "Little Rebel." Each of these vessels is fitted with a circle forward and aft for pivot Gun—8 in. or 32—mounted "*en barbette.*" The "Eastport" is not yet off the Ways. It is *hoped* she may be afloat during all of next week, and in another week be ready to receive her Crew. The "Essex" may be down from St Louis in a week or two, but the time is very uncertain. It would not be right, whatever might be the strength of my wishes to return home, for me to leave till these vessels ordnance equipment had been duly detailed, selected and arranged, beyond any possibility of error. Being the only officer in the Flotilla, who is acquainted with the Ord., as it is out here in its peculiarities—I feel it the more incumbent on me to stay where I am till these vessels are fitted out. Lieut. Byron Milton has been with me in the Ord. dept. since September last, and too much credit and praise cannot be awarded him, for yielding his commission rank to my acting appointment. There are but few young Lieutenants who would have been willing to serve under me. He has acted nobly— He is now in command of the "Great Western" ordnance Steamer. The Pittsburg is expected up here, shortly, for repairs.

The work, in every department, is crowded, and goes on rapidly, but it requires all the patience, perseverance, watchfulness and energy of Captain Pennock and myself to keep it going. We sometimes feel more like giving up, and letting things take the *Way of the West,* than anything else. You have no idea the frettings and annoyances that we have to encounter—but I trust we

are both too patriotic to think, sincerely, for a moment of "letting things take the way of the West."

With many thanks for your friendly interest,

I Remain Yours Sincerely,

A. SANFORD.

[A. D. BACHE TO G. V. FOX]

[Submitting Whiting's report on site for Naval School]

For Naval School at Newport

Extract from a report by Assistant H. L. Whiting, U. S. Coast Survey, June 26, 1862.

"The island itself [Harbor Island, Narragansett Bay] as suited for such an Institution (as General Totten would say)—is "provoking feasible." Its diversified character affording commanding building sites, perfect shelter, parade grounds and tillage grounds, and its general susceptibility of improvement and embellishment are extraordinary."

My dear Sir,

The above is what Mr. Whiting says of Coaster's Harbour island in the survey of wh. he is engaged.

Yours truly

July 1, 1862 A. D. BACHE

[J. G. BARNARD TO G. V. FOX]

Nav'l Steamer, James River
July 19/62

My dear Sir,

Can it be true, as Gen. Barry tells me, that Porter's mortar fleet is ordered *here?*

I can hardly believe so absurd a thing. Yet he assures me it is so. It can do *nothing* here. It has work to do elsewhere. Mobile ought not to be left to the enemy and if it is recalled from the Miss[i] *there* is its work. If we cannot carry on the campaign on the James without their aid we ought to give it up at once. What we want most here (as everywhere else) is iron clads. To build a regular iron clad gun boat is a long job. Might we not, as they did on the Miss[i] and as the Confederates have done, improvise them for this river service by simply taking nice Steamers or our present gun boats and giving them iron shields? If the vessel is to be confined to river operations it is not of much consequence that she has not sea-going qualities? The Confederates are said to be preparing two iron clads in Richmond, and we have heard for a long time of them in Mobile.

Two weeks ago I advised earnestly the withdrawal of this Army, for I believe the crisis requires the correction of past errors and the reconstruction of all available forces in front of Wash[n]. I do not know whether my fears of an immediate invasion of Wash[n]. on the line of the Potomac have been justified, but such would have been *my* course had I commanded the Confederate forces and had the amount of force attributed.

Nor can I see as yet that any real measure for defence has been taken.

Forty or fifty thousand men in Northern Va. could not resist the forces which might be brought to bear,—and up to this time no material addition has been made and, I take it, the President's call for 300,000 men has not added 5000 men to the active armies.

These new Regiments will be good for nothing when raised. The only way to increase the military strength, offensive, or defensive, of the country is to *fill up the ranks of the old Regiments.* In this way McClellan's army of say 85000 would become 150000 and, commanded by experienced officers and surrounded by old soldiers, these additions would in two weeks be as good as old soldiers.

Organizing entirely new Regts, besides the unnecessary expense of new officers, produces no forces *at all reliable within 6 months.*

I regret too the idea of 12 months men. To introduce 12 months men will be to disgust the 3 years men and *if* the war *does* last more than 12 months you will lose the entire army at the expiration of that time.

It was a common idea 12 mos ago that the war would bring the *right men* into command.

I regret that there is no indication *yet* of such a result.

New men have scarcely time to get familiar with their work before they are hooted down—false and unfounded reputation never stood higher. "John Pope" "Major General Commandg" is generally believed by those who know him well to be an ass.

A few *ad captandum* exploits have raised him to the highest round of the ladder—given him the highest reward in the Army.

There are men who have toiled through this war and through their lives and to whom John Pope had little real claim to comparison, who feel this. If the common opinion of Pope is incorrect, the silly, ridiculous ad-

dress to his army is a most unfortunate confirmation of their opinions. For a man who can issue such a thing I hardly dare hope any other result than that downfall which commonly follows empty conceit when it is charged with weighty affairs.

It is not necessary to claim for Gen. McClellan the title to a "good strategist" or a "great general." He was deprived of more than ⅓ of the force he counted on for his undertaking. The real responsibility falls on those who changed his plan.

I believe and I have *reason* to believe that if it had not been interfered with we should have been in Richmond by the 1st May.

I believe too that the force given to him might have been used more boldly and that with it we might have got to Richmond. This is an afterthought, caused by a review of the campaign and its results. But it was natural that a young general with such tremendous results depending on his operations—denied any real confidence by the Head of the War Departt and thwarted in his plans should feel timid in risking the army yet untried. In organizing our raw forces I believe he has done more than any other man could have done,—so too in preserving the morale through all the discouragements of the 7 days battle and retreat.

I am on a short leave to attend to some important private business in New York.

My heart and soul and spirit are in the suppression of the rebellion and next in the "Army of the Potomac." I shall soon be with it again and desire no other fortune for myself than what befalls it. Should you have occasion to address me, address "Care of D. Van Nostrand 192 Broadway, New York."

I am Yours truly &c &c

G. V. Fox Esq. J. G. BARNARD

[J. W. GRIMES TO G. V. FOX]

Pittsburg Pa. July 20, 1862

Dr Fox

I am detained in this dirty city over Sunday, & have nothing to do but write you.

I am convinced that all recommendations for votes of thanks should be made separately. This thing of *sandwitching* a move between other officers will lead to log-rolling & in the end to very bad results. A vote of the thanks of the American Congress ought to be equal to a title of nobility in Europe and to that end, the "you tickle me & I tickle you" practice must be avoided. I am *at present* inclined to think that there ought to be a report from the Naval Committee in each case showing precisely what the qualities & merits of the officer are & the reasons for the action of Congress; but upon the last point I will reflect more.

It is the policy of the Philadelphia authorities to compile a little pamphlet in regard to League island showing all the facts in regard to it & especially relating to the difficulty of access in winter on account of ice & want of water. It is upon these two last points that the New Yorkers place their great hopes of defeating the project. Such a pamphlet will not only be of great advantage when placed in the hands of the commissions to be appointed, but it will prepare the public mind for a formidable report, which I do not doubt they will make for I really do not see how they can do otherwise and act upon honest promptings of duty.

Uniformed soldiers are as thick in every city & village on my way as they were at Washington. Why is

not something done to collect these laggards together & send them to the Army?

I hope you will spend the last Dollar appropriated by Congress in building iron ships. I think I can see a small cloud in the horizon no larger than a man's hand which may portend war. I hope such will not be the case; but let us be prepared.

As I rode along in the cars last night I thought of several things that I wished to write you about, but they have now escaped my memory.

When you write to her give my regards to your wife.

Your friend, truly

JAMES W. GRIMES.

[GEORGE W. BLUNT TO G. V. FOX]

E. & G. W. Blunt

179 Water Street,
New York, July 22 1862

My Dear Sir

I wrote you on Saturday complaining of the action of Com. Gilliss in directing that our Charts should not be issued to Ships of War in future and received an envelope with your frank containing the General Order excluding grog from our Ships of War—was that intended to put our Charts and grog on the same footing? Com. Stringham who was standing by says the Order was meant as a hint for me.

Seriously, I wish to hear about that action on the Charts as I do not understand it. I contend that the knowledge as to Charts is small in that quarter.

There is great discontent here amongst the strongest

friends of the President as to his policy or rather the want of policy. It is universal and will take formal shape in a day or two. I share in it although I have done all I could do to encourage people and give their ideas a different direction, still it will come out. You can say this to Mr. Welles or to the Prest as you like.

The Government is not fortunate in its appointments here generally. Nobody thinks of looking to them for opinions or assistance, the outsiders only are called upon.

One year ago yesterday we had the news of Bull Run —it was a blue day. People are more serious this day than then, 15 months of war, $500,000,000 spent, 50,000 lives lost and a negro is held in higher value than a white man by the action of the government. You may rely upon it unless the government use the negro in every way for this war on the Union side, the aid in future will be small.

Yours very truly,

G. V. Fox Esq. GEO. W. BLUNT.

[G. V. FOX TO J. G. BARNARD]

Navy Department
July 23, 1862

Brig. Gen. J. G. Barnard
Care of D. Van Nostrand Esq.
New York

My dear Sir

Genl Barry is correct. Part of the mortar fleet are ordered to James River and should be there by the 1st proximo. There is no army to cooperate at Vicksburg where we have been lying two months, and the keeping

open James River up to McClellan's position, is the first duty of the navy; so we ordered twelve of the vessels there. If a fort is erected below you on the right bank of the James (and I see no obstacle) or if offensive or defensive operations are undertaken, I think the mortar will not come amiss. My voice is a small one in military matters, but I took the liberty of suggesting drafting for McClellan, Hunter's and Burnside's men, and a western division to be immediately sent there also. One hundred thousand militia to be called out for the defence of Washington and every drilled soldier here to join McClellan, and an advance be made on Richmond. I am not aware that my suggestions made the least impression, and having a little sense of mortification therefrom I have not been into the War Dept since. The whole South is under a state of conscription and moving forward throughout the whole line and I look upon our position as a defensive one for the fall campaign. A combination of errors great in the aggregate have given the day against us, and I cannot help feeling discouraged to see the waste of such great efforts. The lesson would not be a bitter one if I saw energy put forth to recover what is lost, but an apathy seems settling down upon us which bodes no good. Better the country perish, its institutions, its governments and its future, than that the line of division should run along within sight of our Capitol. I promise to do my part towards shaking the pillars which shall bring down the whole fabric.

The iron boats are progressing, the one at Philadelphia being nearly ready for sea. We have forty underweigh, and are putting others in hand as fast as contracts for engines shall be made. The machinery for manufacturing marine engines is limited.

I hope you will pass through Washington and see us

and give us the benefit of your further advice in this the most trying emergency of our history.

Most truly yours

G. V. Fox.

[J. G. BARNARD TO G. V. FOX]

New York, July 24/62

Dear Fox

I received your letter this morning. It is indeed a sad reflection that the work of the Summer has proved a perfect failure—that with magnificent armies—the prestige of success by land and water—and naught necessary to strangle the monster already throttled, but a wise and vigorous administration of our affairs, we have, through mismanagement, or no management at all, suffered it to escape our grasp and are now, as you say, on the defensive. I think of that magnificent "Army of the Potomac" of 4 months ago and almost weep to think how its powers have been paralyzed while its members have wasted to one half.

It will not do however to lay the most blame on any one head.

It was our misfortune to have no one who had any real claim to public confidence—hence the facility with which all McClellan's plans were upset and perverted. *Everybody* seems to have had a hand in meddling—the President—Secretaries[1] of State, Treasury, as well as of War and I know not how many others. As I have told you before had McDowell *come with us* as was intended we would have been in Richmond in 3 or 4 weeks. There was yet time at another decisive moment.

[1] Lincoln himself has been the Chief meddler—the protector too of such an incubus as Cameron and such a charlatan as Stanton.

He was about to march—had given his orders—when he was intercepted and dispatched *to catch Jackson.*

I would rather talk however than write any more—or rather I would rather say nothing and leave to abler heads to criticize and to plan.

What we want *now* is *men—men—men.*

We can do nothing till we have 300000 more men, and most of them are required to fill up old Regiments —not to make new ones.

I enclose a letter to the President. Will you be so good as to have a copy made and sent to me, and to present the original—I have not time to copy.

I shall go East probably tomorrow and shall return to James River in a week or ten days.

Should you have occasion to write address "Care of D. Van Nostrand 192 Broadway New York."

Yours truly

J. G. BARNARD

B. G.

P. S. I was in hopes Mobile might be taken. If means cannot be found I suppose it is better to concentrate—or at any rate get the mortar fleet on this Coast.

Shall we not have soon several formidable iron clads of the rebels to contend with?—from Mobile? Savannah? &c.

[C. R. P. RODGERS TO G. V. FOX]

U. S. S. Wabash

Philadelphia 24 July.

My dear Fox,

I thank you very much for the new Naval Laws which I received today. I received yesterday the tele-

gram you enclosed to me, professing to come from the "Ships Company of the Wabash," in relation to their liberty, but before it reached me, the men had already been sent on shore. Corbin detained them for two days in consequence of so many of the first draught having failed to return. They go to New York, and there fall into the hands of the sharks, who use the customary tricks to beguile or stupify them— Corbin tells me that some of our men have been overheard talking of the fact that Sailors now receive eighty dollars for the voyage to Liverpool.

I fear we shall lose a great many of our men, especially the English portion of the crew.

There are fifty absent now, beyond their leave. Commodore Pendergrast has very few recruits here, but I shall not permit a want of men to detain me. The officials at the Navy Yard are doing everything in their power to expedite our repairs. I confidently expect to sail on the 31st. We are working at night as well as by day— I beg you to receive my most grateful acknowledgements for the facilities and kindness I received from you while I was at Washington. I shall remember it very thankfully, and so will Commodore Dupont.

With warm regard faithfully yours

C. R. P. RODGERS.

Hon. G. V. Fox
Asst Secretary of the Navy

I shall endeavour to go to New London to morrow to see my children, none of whom I have yet seen. I shall return immediately.

[C. R. P. RODGERS TO G. V. FOX]

25 July 1862

My dear Fox.

In accordance with what you mentioned to me, I wrote to Com. Dupont, that you had told me I should have the gratification of taking to him his commission as Rear Admiral.

May I beg you to let it reach me by the 30th as I hope to sail the following morning. I wish very much, that as he won the first regular Naval battle under the auspices of the present administration, he might receive the same priority in date of commission and precedence on the list of Admirals.

Very faithfully yours,

Hon. G. V. Fox
Asst Secretary of the Navy
Washington D. C.

C. R. P. RODGERS

[G. V. FOX TO W. A. WEBB]

Private

Navy Department
July 26, 1862

W. A. Webb, Esq.
New York

Dear Sir

We shall probably build in the Navy Yards two or three more of those little gunboats. Du Pont is very much pleased with them and they seem a success.

They will be about 175 feet long and 29 ft beam. I

wish you would rough out a half model and send it to me and I will endeavor to have one constructed by it. I suggest this on account of your reputation and skill, and I propose to let no one know whose model it is, until she has performed at sea. Let her be an upright stern, no bowsprit lean on deck forward as the Geo. Law, (I dislike flaring bows) light stern, swelling sides, and not much shear. Give her a clipper look which no man-of-war has.

Very respectfully,

G. V. Fox.

[J. M. WAINWRIGHT TO G. V. FOX]

U. S. Steamer Harriet Lane
New Orleans, July 29th 62.

Dear Fox,

I have picked up some information concerning the state of affairs on this river, & some of its tributaries, by my own observation & in conversation with Pilots & river men, which I think may prove of interest to you— I have told the Flag Officer a good deal of what I am about to tell you, but he pooh poohed it. He pooh poohed the information he received from a deserter the night before, that the Arkansas would be down the next morning but when the morning came, it brought the Ram with it, & caught him with his breeches down.

To get at my subject fairly, I must go over in as few words as possible, ground that very probably, you are already familiar with from Porter's reports. When coming down with that portion of the Mortar Flotilla bound north, we anchored for the night a little above

the mouth of Red River; by a lucky chance we discovered that an immense amount of various supplies for the Rebel Army was being put across there; cattle &c, nearly twelve thousand head of the latter have already been landed on the Mississippi side & some four thousand more still remain to be transported— Under his orders, Porter did not feel at liberty to delay the Flotilla, till the Red River could be cleaned out, but gave us orders after the Schooners had been towed to sea, to return & blockade the mouth, leaving it to our discretion to enter the river or not— We were to continue there till communication could be had with the Flag Officer. I should have been the senior officer, & had determined to go into the River, having engaged a Pilot for the purpose; when, a night or so before leaving New Orleans, I received information, which I thought would render it imprudent for any thing less than an adequate force to enter the river; I had anticipated going up with two vessels.

The Harriet Lane was the first steamer ready to commence the Blockade, & on my way to my station, having learned the increasing boldness of the Guerillas, I brought a boat to, & was informed that the night but one before, a boat had landed a cargo at Donaldsonville, seventy odd miles above New Orleans, which had been seized by them, she had then been fired into; headed off at a point above, forced to turn down stream, & report said that two men had been killed. I had previously heard that another boat had been fired into some miles farther down, the same boat having been chased by a Rebel gun boat which had pounced out of the Bayou Plaquemine, easy communication existing for light draft vessels between that point & the Red River, through the Achafalaya— I anchored off Donaldsonville, & had sent on shore for the Mayor, when Ren-

shaw hove in sight. I informed him what was going on, & what course I had intended to pursue, which he approved of, & carried into effect; this was to warn the people of the town, that if property, & the lives of those passing on the River, was not safe within the limits of the corporation that the town would be held to a strict accountability for it, with the eventuality if these depredations did not cease, of its being utterly destroyed. I had determined if possible, to block up the mouth of the Plaquemine, & to search one or two creeks where I was informed steamers lay concealed on my way up; but when I learned that I should find the Flag Officer at Baton Rouge, of course my future action was subordinate to his direction. He ordered me to go up River, to superintend getting off a Mortar Schooner that was on shore; take a look at what was going on at Red River, & then return to New Orleans. The Cayuga & Kennebec accompanied me, to Red River; the Cayuga was some distance ahead of me, I having been delayed by the Schooner, & on approaching the mouth, discovered the Webb & the Music, two Rebel gun boats, the former fitted as a Ram, she opened fire on them, which they returned, & seemed disposed to make a fight, till they saw the Harriet Lane coming up, when they put off up the River & escaped— Colonel Acklin a secessionist, who lives on the opposite shore, but who does not hesitate to tell what is going on, informed me that Crossings were constantly made, when none of our vessels were in sight, the moment we left, their boats would pop out, to prevent which, two of our vessels should be kept there continually, it would not be safè for one to be left alone. I believe Captain Porter in the Essex means to lie off there.

I returned down river the same afternoon, & anchored some forty miles below, wishing to go back again in the

night, with the hope of surprising them, but Fairfax thought the chance of success too small to pay for the trouble, & as he was not under my command, I gave up the idea. I had also thought, if we missed them again, of towing up a wharf boat lying at Bayou Sara, & sinking it in the mouth of the river, which would effectually stop their amusement for the remainder of the season; however, it will not be long before the water is so low, that either ingress or egress will be impossible.

I have the names of thirty two river Boats, said to be up the Yazoo, together with three Gun Boats, the Arkansas having come out; two of the former, the Natchez & the Pargand, the newest & largest boats on the river, are being converted into Rams, their boilers being placed below &c. In the Ouachita and Black rivers, affluent of the Red there are eleven boats. In the Red River, there are thirty four boats, many of them loaded with cotton, of which six are armed, including the Webb fitted as a Ram. In Thompson's creek above Port Hudson, it is said there are six boats. In the Red River country they are also fitting an iron cased Ram, having a large quantity of rail road iron at Monroe, intended for the extension of the road from that point, & having torn up the road from that point towards Vicksburg.

It is surmised that the idea of the Confederates is, not to attempt to come out this season, in fact the fall of the water will prevent them; but to be prepared for the fall rise & then come out and sweep the River, which, encouraged by the sweep of the Arkansas, they will do, if we do not keep a sharp look out— I was informed they were expecting an attack up the Red River, & were all ready for us; the plan was, to let us pass, sink flat boats at certain eligible points on the river behind us, & when we were blocked up, to come upon us with

several boats filled with men, & carry us by boarding, which as the river is so narrow that you can neither turn nor maneuvre, they would be able to accomplish. Some of the boats were concealed below, & they intended attacking us on all sides at once, fully prepared to lose three or four of their own boats, if they could capture one of ours. It is said, they also have a field battery at a certain point on the river, which my Pilot thinks must be DeSoto's old Spanish fort. We should also have had to contend with riflemen amongst the trees, which line the banks of the narrow stream; it was this information, together with the low stage of the falling water, which decided me not to atempt to go up the river, with the one or two vessels that would have been in company.

Below Vicksburg, there are several points on the Mississippi, very strong by nature, & which may be rendered most formidable. We hear from various sources, that the enemy are engaged in hauling heavy guns to some of these points, & at some of them, preparation is evident in the felling of timber, & the fresh throwing up of earth. At Grand Gulf, as you know, firing has already been commenced; Rodney is another point; Waterproof another; Coles Creek another, where nothing but mortars will reach them; Ellis Cliffs below Natchez another; from this point also, our vessels have been fired upon. Fort Adams ten miles above the mouth of Red River is I think, the strongest point naturally I have seen, for it stands at the head of a straight neck in the river, & guns placed here completely command the approach to it. Bayou Sara & Port Hudson, below the Red River are not such eligible sites for batteries as the other points I have mentioned, still the enemy can render himself very troublesome from there if he chooses.

The Guerillas are becoming more alarming every

day, having lately spirited off some Union people within forty miles of New Orleans. I do not doubt they infest the banks of the river throughout its whole length; such is the fear of them, that Pilots cannot be engaged at five hundred dollars a month, as I was told yesterday by the Captain of a river boat. The other night when passing up, a regular system of signal fires was kept up from point to point. When they could be seen we counted eight, & at last I became so satisfied as to their nature, that I fired into the last two or three of them as I passed.

If you take the trouble to read what I have written, I am sure you will be convinced of how much there is to be done here. Our tenure of the River is far more precarious now, than after the capture of this City, & if the Rebels are permitted to have their own way during the remainder of the low water season, I think we stand in great danger of losing the control of it, & at least will find great difficulty in maintaining our hold upon it. It is generally admitted that had we pushed on in the early part of May, when the water was high, & the panic consequent on the fall of New Orleans universal, we could have cleared out every creek and river between this & Vicksburg with ease, & that town itself would have fallen a ready prey, though it could not have been held, except by an Army.

What is wanted just now is, a Flying Flotilla, to be composed of heavily armed steamers, small & fast with a light draft of water to be kept continually on the move up and down the River, between this & Vicksburg; to overawe the Guerillas; to protect & reopen trade; & keep an eye on the movements of the enemy along the banks. With a young, active, energetic & determined man to command it, who has a head on his shoulders. I think either Smith or Alden would do very well.

Smith complains bitterly at his forced inactivity on board the Mississippi, & from the way I have heard him talk, I think he would straighten out matters here; or still better if you make Porter an Admiral, as I understand is to be done, give him charge of the whole river, with a sufficient force at his command, & I will guarantee that the work will be well done— I have become pretty familiar with the River below Vicksburg, & if you form such a Flotilla, I should like to become a component part of it, in this vessel; she is handy, fast, & well armed, though rather more vulnerable than I like. The new double enders that you have advertised for, would be the very thing for this work. But I must stop; you will never read this, & I should not have inflicted such an epistle on you had I not felt impelled to write, by what I saw of the existing state of affairs on this River, & the fear of disaster to our cause if some steps were not taken to set matters right.

Most faithfully your friend,

J. M. WAINWRIGHT

The Honble
G. V. Fox
Assistant Secretary of the Navy.

[H. A. ADAMS TO G. V. FOX]

Private

Phila, July 29th, 1862.

Dear Sir.

The frank communication you made to me at our interview last week induces me to take the liberty of sending you the following statement which is intended for your own eyes only, and is the key to all my forbear-

ance while in command on the coast of Florida. On the 12th of April, Fort Pickens was reinforced by order of the Hon Sec. of the Navy. On the 16th Col H. Brown arrived with troops and supplies, and assumed the command. One of his first acts was to notify Genl Bragg that he was instructed to act only on the *defensive*. He delivered me a copy of an order signed by the President's own hand, requiring all officers of the Navy to co-operate with him, and assist in carrying out his designs— I expressed my readiness to comply, and asked his plans. He told me he had found the fort in a wretched, and almost indefensible condition— It was in want of everything— That it was of the utmost importance to preserve it, as Santa Rosa Island was to be made the base of operations on a grand scale in the South. Time was necessary, and to gain this it was his first wish that nothing should be done to bring on an attack— No act of hostility committed to provoke retaliation— Further than this he wished me to give him all possible assistance in landing men, guns, military stores, etc., and to station the ships so as to protect the fort on the side of Santa Rosa— This I did, and engaged that no force should approach him on that side. I felt bound by the President's order to unite with him strictly in his defensive policy. I regarded myself as one appointed to assist in carrying out a comprehensive scheme, which would succeed if each one performed his allotted part faithfully. I was without any instructions but those contained in the Presidents order. By violating these I might have obtained a newspaper puff for myself and perhaps the approbation of the unknown letter writers who assailed me. But I might also have placed the important post I was guarding in jeopardy, and if it had been taken where was my defense? Porter, you may remember came down soon

after this, with orders to run into Pensacola at all hazards, but was deterred from undertaking it, by the earnest remonstrances of Col Brown, and Capt Meigs. My Naval education has taught me that obedience to orders is the first duty, and my principles are that no hope of mere personal *éclat* or aggrandisement shall lead me to stray from it. I would not trouble you with details but wish to say this in reference to the establishment of the blockade at Pensacola— The Presidents proclamation is dated Ap. *19*—on the *27th* and before any knowledge of this reached me, I established a blockade against all vessels having munitions of war on board, and on the 1st of May, informed the Department of it—asking its approbation— A few days after, I extended the prohibition to provisions—on the 12th of May, I recd a copy of the Presidents proclamation, and announced the blockade to Genl Bragg the next day. By the time the fort was put in complete order for defense and well supplied with provisions, and ammunition through the exertions night and day of the ships, McKean arrived with fresh orders, and suitable vessels for blockading the whole coast, which he proceeded with all zeal to do, but was compelled by the protests of Col Brown even then, to leave some vessels for the protection of Fort Pickens— Col Brown's orders to act only on the defensive had not been revoked when I left the station. On looking back I cannot see in what way I could more faithfully have performed my duty. The only order I had to guide me was the Presidents. The only object in view, to protect Fort Pickens. I had no force for anything beyond this, nor do I yet know, where, with the means at my command, a blow of any importance could have been struck. It could not have been at Pensacola as subsequent events have shown, or at New Orleans, or Mobile. The continued

silence of the Navy Department, I received as a sign of its approbation. I might say more, but have already written more than I intended and more I'm afraid than you will have patience to read— I hope you will pardon it, and believe me

Very truly Your obt. servt.

H. A. ADAMS

G. V. Fox Esq.

[G. V. FOX TO R. H. WYMAN]

Private

Navy Department,
August 1, 1862.

Lieut. Comg. R. H. Wyman,
Com'g U. S. S. "Sonoma,"
&c, &c, &c,

My dear Sir:—

We are inclined to build a few more small vessels for inside work, as most of our small fleet are giving out. Do you prefer the "Yankee" class or those like the "Como Perry" and "Como Barney" for rivers and sounds? Would it be very desirable to have the "Yankee" class fitted with a rudder at each end?

Please give me a rough drawing of the hold, below deck arrangements and spar deck, including hurricane also the following dimensions of that vessel:—length on deck; draft of water; beam, outside of plank; hold from floor timber to deck plank; distance of the timbers of frame asunder; width of timbers; thickness of the timbers at the deck and in the bilge; size of the beams, and their distance asunder generally; length taken up by the boilers and engine; size of boiler;

quantity of coal; how many of the beams have knees, &c, &c, &c. and give me the benefit of any suggestions you can think of, founded upon your long experience, remembering that we want the vessels for inside work. We shall make the promotions under the new bill in a few days. The Commodores include Hitchcock. Captains include Sands. Commanders include Corbin, and Lieut Commanders will go down near McCrea, probably somewhat below him.

Very respectfully &c

G. V. Fox.

[C. R. P. RODGERS TO G. V. FOX]

U. S. S. Wabash

Off Newcastle 1. Aug. [1862]

My dear Fox,

I am very much obliged to you for your most interesting note, with its enclosures, which I received this morning, before I sailed. I am very glad that Corbin is to be a commander. He has been a most faithful and efficient officer, and has well won his promotion. It is a great satisfaction to me to take out the new commission of our noble old Admiral, and I am truly glad to know how well you appreciate his merit and devotion. He has so strongly excited not only my admiration and respect, but my warm affection also, that I find it difficult to speak of him in moderate terms— I hope to salute his flag in a few days, when I hoist it at the Main of the Wabash.

I reported the ship ready for sea, yesterday, but the time spent in waiting for the despatches was well em-

ployed, for the mechanics were still at work, when we got under way.

Commodore Pendergrast, Roland, the Naval Constructor Badger, and all under them were untiring in their efforts to despatch us; doing everything that I desired, in the most prompt and efficient manner. I have never before known such facilities extended to a ship. We lost a hundred men who overstayed their leave. This I expected. They had little money due them, and sailors in New York are said to receive eighty dollars for the run to Liverpool and the Volunteer regiments are paying a hundred and fifty dollars bounty.

The greater part of our men went to New York to spend their leave and I suppose the sharks got hold of and sold them. We lost very few of our valuable men.

We have a full complement on board now, and every thing from us is well— This ship is a contented one, which is always a comfort.

We were obliged to anchor here on account of the tide. I am pressing the Pilot to push on, for I am very anxious to get back to our station.

I beg you to receive my most earnest thanks for the kindness with which you helped me in every way, when I was in Washington, and while in Philadelphia.

The Wabash certainly has had everything done for her which the Department could effect.

I remain, dear Fox, ever faithfully yours

C. R. P. RODGERS.

Hon. G. V. Fox
Asst Secretary of the Navy
Washington D. C.

P. S. I see that our steamers continue to break down. Since I left Port Royal the Flambeau, Norwich and Wyandotte, and Ammen writes to me that the Seneca is utterly disabled, and the Commodore writes that she

cannot be repaired on the station. The Ottawa will very soon be in the same condition. She was not considered safe for outside work when I left. I hope the Powhatan will join us soon. She will admirably fill the place of the Susquehanna as senior officers ship off Charleston. We need a first rate man and ship there. I have for some months past, had great fear that the inlets between Savannah and Fernandina would be extensively used in running the blockade, when Charleston was hopeless. If you will cast your eye over the chart you will see how difficult it is to guard those inlets and the inland waters adjacent. They reach the railroad which connects Savannah with the more southern ports.

[W. H. ASPINWALL TO G. V. FOX]

Tarrytown, Aug. 2″, 1862

My dear Fox

I have been thinking for some time about the probability that a properly shaped cylindrical shot fired 6 or 8 feet under water will be the next improvement on iron clad vessels. At short range great effect could be attained below the iron plating. Would it not be well to make experiments now that the water is warm—either at West Point Foundry or some other convenient place, with a gun slung between a couple of scows, and fired by a wire?

I have the plan for firing a gun projecting 6 or 8 or 10 feet below the water line of a vessel, which I think would work well, if it is found the shot can be relied on to do the intended injury—under water.

Would it not be well to mention this to Secretary Welles for his consideration?

Very truly Your friend

Wm. H. Aspinwall

[G. V. Fox to H. B. Anthony]

Navy Department, August 5, 1862

Hon. H. B. Anthony,

My Dear Sir:

I have your note. I believe there are as many people owing at the contractors as there are workmen engaged, nevertheless I have immediately indited another stirring up letter about the boats.

The Richmond Engineer said that the first federal officer meeting a navy officer at James River after McClellan's "strategic move" threw his arms around his neck and said "Oh my dear Sir, we ought to have a gunboat in every family!" We shall operate on this text. Why can't you present that island and poor house to the Govt and get the school into it before we hire buildings for another year. You people are not alive to the ease with which the school could be fixed upon that spot, which is eminently fitted for it.

Most truly &c.

G. V. Fox

[G. V. FOX TO J. W. GRIMES]

Private.

Navy Department
August 5, 1862.

Dear Senator:

I have your note. I enclose Walkers. He shall come home. The Advisory board have finished. As soon as I can correct a register I will send you one. The Commodores go down to Hitchcock. Captains to Sands. Commanders near Beaumont, and Lieut. Commanders some 15 below Walker. They only shipped the notoriously inefficient. Schenck, Calhoun, Ellison, Long, Rull, Doty, French and like stripe. It leaves us with only about 80 Lieutenants but the Atty Gen'l has decided that the President can appoint 20 Mid'n—is good luck for us if it is not good law. All the laws, reports &c you asked for, have been sent. That boy Flood in the Pensacola has been sent for; I fished him out as soon as I saw the report. Give me the name, age and residence of your protégé, and I will watch a chance for him. I don't know how army matters are going, I am a little disgusted. They must give us 10000 men under *our* command we will keep the Mississippi open. Six weeks at Vicksburg and no soldiers, Williams good for nothing, and now the conquest abandoned. The weather here has been terribly hot, and your "own vine and fig tree" with your wife by your side, sounds to me like Arabian tales incredible beyond reach. I shall be off however for a week very soon. The Army of the Potomac rests quietly under the great guns of the Navy. The Richmond Enquirer says that the first federal who

reached James River after McClellan's "strategic movement" meeting a Navy officer, threw his arms around his neck and said "Oh my dear Sir, we ought to have a gunboat in every family!"

We shall make all the promotions within a couple of weeks.

We have just sent 300 men to Davis, he is all cut up by fevers.

I hope you will remember me most kindly to Mrs. Grimes.

Faithfully yours,

G. V. Fox.

[DEL SANTO TO G. V. FOX]

Translation.

New York, Aug: 9th 1862.

Sir,

I have received through Chevalier Bertinatti, the two pamphlets containing the official reports on the capture of Forts Jackson and St. Philip, and the City of New Orleans.

The one intended for Admiral Persano has already been sent to his address, and I have no doubt of the lively interest with which our Minister of the Marine will read an account of one of the handsomest feats of arms of the Federal Navy, and such as the maritime history of the world can scarcely present anything similar to.

Allow me, Captain, to express my gratitude for having honored me with such a gift, which, if it cannot add anything to the great admiration which I already en-

tertain for the Navy of the United States will serve at least as another proof of your great courtesy to me.

I have the honor &c.

Captain G. Fox
Asst Secretary of the Navy
Washington

DEL SANTO
Captain de Frigate
Italian Navy

[EDWARD A. BARNET TO G. V. FOX]

U. S. Steamer Connecticut
New York Aug. 11th 1862

Dear Sir

The Rhode Island from Boston anchored at Port Royal at merid. the 7th inst. The Connecticut from Key West arrived at 10 A.M. the same day, and departed at 1 P.M. Lieut. Commd'g Trenchard briefly informed me the Department have ordered these Steamers to sail seven days after arrival at a Northern port. The speed of this ship so far exceeds that of the Rhode Island, the contemplated arrangement must result in both Steamers being outward and homeward bound at the same time. Two Mail Steamers, as I am credibly informed, making monthly trips, usually stop from 15 to 20 days at either port, to make a proper distribution of Mails, repair Machinery, scale boilers, sweep flues, &c.

Having in view a healthy and equal supply of provisions, permit me to ask your reconsideration of the recent order, so that the two steamers will intersect at Port Royal as hitherto. If the Connecticut departs a week hence, she will (I think) overhaul and reach New York about the same time the Rhode Island arrives.

If it is your desire that this ship should intersect the Rhode Island, as hitherto at Port Royal, and thus ensure healthy supplies of provisions, at regular intervals, she should depart about Sept. 1st and then will do it easily. By succeeding each other every 15 or 18 days, the object can be effected, provided the speed of the Rhode Island equals that of the Connecticut. I am ready for any service, and only offer these opinions to facilitate *your views,* and therefore am in duty bound to present them.

I feel diffident in communicating with you semi-officially, but hope my suggestions will be received as kindly as they are honestly intended. If I err, be pleased to correct the fault.

This Ship has extraordinary speed, a strong battery, is well manned, with good officers, and would prove off Charleston or Nassau a serious annoyance to the many Steamers now attempting to run the Blockade. Nothing would afford me more gratification, than an encounter with the Nashville, or the pirate "Semmes." Neither could escape the Connecticut. Failing with guns, I should surely run them down.

The Yellow fever prevails at Key West. The Connecticut was at the wharf 24 hours procuring fuel. All healthy on board now, ship clean and in good order. Touching there will doubtless prevent entrance at Pensacola or New Orleans, where the quarantine is rigidly enforced. Permit me to ask for some positive order, regarding the reception of Citizen passengers. A Mr. and Mrs. Cash of Key West are now on board by order of Flag Officer Lardner, notwithstanding my protest, and the prevalence of Yellow fever.

Capt. S. P. Lee, U. S. N., a passenger on board this Steamer, can, and doubtless will, give you (if desirable) important information regarding supplies of vessels on the Blockade, (Obtained by personal observation) as

also the Extraordinary capacity of this fine Steamer for any Active duty.

My health improves slowly— I doubt if ever I shall be as robust as in former days. Be assured I will do my best in this Crisis. Can you not gratify me with the Command of one of the Iron Clads now in course of Construction?

Respectfully and truly Yours,

EDWARD A. BARNET

Hon. G. V. Fox
Asst Secty of Navy Washington

[J. W. GRIMES TO G. V. FOX]

Confidential

Burlington, Aug—13, 1862

Dr Fox,

Along the Gulf west of Mobile the pine lands are occupied by a very poor class of people who emigrated thither from the tar & rosin lands of North Carolina. They were always Union men, but have probably by this time acquiesced in the existing state of things there, though in the main they take no part in the rebellion but subsist upon dried mullet & corn as best they may, their ordinary means of support, (working pitch & rosin), being cut off from them.

I have had a friend residing among them & in Mobile the last eight years. He is a cripple & a noncombatant & having a family of small daughters who would only be consumers & could under no circumstances aid the rebellion, the rebel authorities finally, after imprisoning him two or three times, annoying him in sundry ways &

taking all of his property from him, consented to let him come north.

Now, I suppose that sometime or other we shall take Mobile; at any rate I hope so. When we do I want to get a protection for this man and send him to Mobile to buy rosin for me. I suppose it is as proper for me to trade as for other people. I propose to go into *Market Ouvert,* as the lawyers term it to do my trading and to do it openly though in the name of this man I mention—who will be my partner, I furnishing the capital & he doing the work. All I ask is some thing that will protect him from molestation from our own commodores & men, so that what he buys he can safely bring away.

Now, this is the whole case in a nut-shell. The question is, can you secure me such a document as will be sure not to "bring fire"?

I would have no hand in this "tar & turpentine" business if I thought that there was any thing improper in it, but I cannot see that there is any more than in a Senator continuing his law business or in my continuing my store operations.

Do you know any thing of what is called the back entrance to Mobile, on the "Spanish river"? What depth of water is there there? I saw a returned prisoner of war to day who was detained three months in Mobile who says there is such an entrance, that it is not defended or fortified in any way, but he knows nothing of the water. I forgot to ask my "turpentine" friend about it when I saw him, but he would not be likely to know any thing about it.

How long is Col. Harris to be permitted to visit his spite & malice upon all in the Marine Corps who do not cringe & bow to him? It seems to me that his conduct towards Lt. Col. Reynolds deserves censure and it is hardly fair to allow him to continue to keep his hand

upon the old fellow. I suppose you know he assigns officers to duty without the slightest regard to their seniority or to what are understood to be their rights in the corps. He gave his nephew Mr. Harris a Captain's command on the Pensacola *before he was even nominated to the Senate as a second Lieutenant* and this was done over the heads of some Captains, all of the 1st Lieutenants and at least half of the 2d Lieuts. This is a little more than can be quietly endured.

The despatches of to-day indicate that we are again beaten in Va. We certainly are in Missouri. Well, after a while the authorities at Washington will be aroused to the incapacity of carrying on war as the *people* wanted. It does seem to me that the most absolutely absurd idea,—it would be ludicrous if it were not so grave a subject,—is this attempt to conduct a war upon *constitutional* principles. But sorrow is a very successful teacher & will be to us. Fear of hurting the rebels & the semi-rebels *will lose us the country*—mark my *prediction,* and impartial history will record this fear as the cause of it. Is it not terrible to think of? Why there are as many of our soldiers guarding rebel cornfields in Tenn. & Ky. to day as ever and as many going into hospitals & dying there as the result of it.

Yours truly

JAMES W. GRIMES.

[G. V. FOX TO H. A. ADAMS]

Navy Department
August 14th 1862.

My Dear Sir:

I have read your private note of July 29th with great interest.

Since the tide sets as I frankly told you it strikes me as very proper that you should place on file at the Navy Department a narrative of the whole matter and your explanation of every single circumstance, with copies of orders &c, &c. This I suggest in justice to yourself.

Very respectfully

G. V. Fox

Capt. H. A. Adams
U. S. Navy,
Philadelphia.

[J. G. BARNARD TO G. V. FOX]

Fort Monroe Aug. 16 62

My dear Sir

Your suggestion to Gen. Halleck to put one of the "large guns near Fort Monroe in battery at Newport News so as to be in readiness for the new Merrimac" has been referred to me, through Gen. McClellan. Being on my way to Yorktown on duty I have not time now to examine the subject closely. I presume you refer to the 15in gun and 12in gun now mounted on the beach outside of this work. It will be an operation of *immense* labor to move one of these guns from

here and mount it at Newport News—and I would suggest that instead 2 of the 100. Pdr parrotts (which are here and provided with steel pointed projectiles) be placed there—or possibly a 200 Pdr parrott (of which there appear to be none here now) might be sent direct from the Foundry to Newport News.

In case it should be deemed expedient to adopt either of these suggestions the orders should be sent to the Ordnance or Engineers Office of *this port* to execute the work, as they have the means and utensils.

I believe that there are other 15^{in} guns besides the one now here. If one be mounted at Newport News it would be better to send it direct from the foundry, or wherever it may be, to dismounting one now in battery here and which is needed here.

I am very Respecty Your most obt.
J. G. BARNARD
B. Gen. &c.

[T. TURNER TO G. V. FOX]

Unofficial.

Navy Yard, Phila.
August 16, 1862.

Honble G. V. Fox
Asst Secy of the Navy
My dear Sir—

I beg you to be assured that every effort is being made in every Dept. to get the "New Ironsides" off as soon as possible. The utmost energy & activity is employed by the Contractors—and every one concerned to despatch her—as many men are employed as can be worked to advantage. The whole battery is on board,

but the two rifle guns—I hope to have *them* on board by Monday night. The ship goes into the stream tomorrow. My only fear is that the extraordinary haste, may cause things to be not so complete as I could wish. The Commodore acting under the spur of telegraphs & letters from the Dept is disposed to push us off—before the finishing stroke can be given to make her a complete success. It does not belong to *man* to say "Let there be light and there was light." But what toil, labor, anxiety, industry, zeal, unsparing efforts and intelligence can do—with the deepest love for country and unbounded patriotism, in the cause—is *piled* up on the "New Ironsides."

Mr. Osborn the Herald man is again here. He was so highly spoken of by Admiral Farragut—in his official despatches—and by the officers generally unofficially—of that squadron—that I took a fancy to the man and thought he might serve me, on some needful occasion. I want no chronical of my deeds on board —let them speak for themselves—and no nest of newspaper writers. He is going to Washington to day I believe, to try his hand with the Dept. again. He cannot go with me unless he brings full & unqualified authority from the Dept.

Very truly Yours

T. TURNER.

[FRED^{K}. EDGE TO G. V. FOX]

Philadelphia. Pa.
August 18th 1862.

My dear Sir,

I beg to acknowledge the receipt of the letters of introduction you have been so kind as to forward me:

I find much difficulty in properly thanking you for your many kindnesses during my visit to your country, kindnesses which I wish I knew how to return.

I went on board the New Ironsides yesterday (Sunday) but Captain Turner had not yet arrived: I shall probably find him at the Yard to-day. It seemed to be the impression there that the ship would leave for the South on Tuesday, but she scarcely appeared to me in a sufficiently forward state—at least as regarded her cabin fixtures. She is a noble-looking craft, but still I cannot help preferring Ericsson's principle. I notice the deck is planked over with pine straks: if the latter, as also the bulwarks, were of palmetto there would never be any splinters in action. I think, too, Captain Turner will like to have an iron cage on top of the foremast as a look-out, like Captain Rodgers has on the Galena—this arrangement proved very useful at Turkey Bend on the James River, particularly for "signalling" purposes.

I have long desired to be of some service to the United States' government against these infernal rebels and their still worse sympathisers and fellow-conspirators in England. I have found the road, although you will doubtless think me very ambitious and daring. Within the next month I shall silence many of the enemies of the government here and put a final stop to all opposition in Europe. This is very much to promise, but I shall perform it.

Hoping you are enjoying good health,

I remain, My dear Sir,

Very truly yours,

FREDK. EDGE.—

Captain Fox. U.S.N.

&c. &c. &c.

[T. TURNER TO G. V. FOX]

U. S. S. New Ironsides,
August 24, 1862
Delaware Breakwater

My dear Sir—

I wrote you a hasty line after closing my letter to the Secretary—which I am obliged to do before making another experiment with the battery. I shall go at it again this afternoon to see what improvements the alterations have made. I hope to get away tomorrow for H. Roads,—if the weather will permit—I have my expectations that the Gun carriages in the end will prove all right—after the mechanics have done with them. They have been working all day and just got through with the last gun a half hour ago. My greatest trouble at this moment is the *galley*—my poor fellows have nothing to eat but *raw meat.* Mr. Merrick has telegraphed to New York for the makers to come to Hampton Roads at once—but I would be very glad if you would telegraph Comm Pendergrast to hurry him on—for this telegraph office here does not seem very well managed.

truly yours,
T. TURNER

P.S. Please tell Capt. Dahlgren what I have written

[F. H. GREGORY TO G. V. FOX]

New York Augt. 25th. 1862.

My Dear Sir.

I have been informed, since I saw you this morning that my son H. M. Gregory, was named in Admiral Dupont's official dispatches immediately after the battle at Port Royal for "zealous and gallant" conduct on that occasion with others some of whom have been already promoted—will you be pleased to ascertain if the records of the Department establish the fact—and if so—do him the justice he is entitled to— Admiral Dupont, in his private letters to me had said—"that he (my son) fills the requirements of getting an acting Lieutenancy—you will remember his having been in the Port Royal action, and behaved gallantly at his division of guns, and it happened under my own eye" —again he says—"You may depend upon me to do every thing that will secure an Actg. Appointment to your son— I do not doubt he should have one"

Your attention to this matter will be very gratefully remembered by—

Your Obdg Friend & Sevt

F. H. GREGORY

Geo V. Fox Esqr.

Asst. Sec. of the Navy

[B. WERDEN TO G. V. FOX]

U. S. Gunboat Conemaugh
Ogeechee River, Aug. 28th [1862]

Dear Fox.

The steamer Planter, with Comdt J. R. Goldsborough on board, arrived here to day from the south too late to go north before morning, by which opportunity I write you a line to let you know what I am doing, although I am quite sure the Admiral keeps you fully advised of all our movements. I captured yesterday three deserters from Coffee Bluff, and to day a contraband from the same place came on board, all of which I have sent to the Admiral, giving him the information that the Nashville is under the guns of the fort at Genesse Point, Great Ogeechee River— I have placed the Dawn, Capt Barnes, in the Florida Channel to prevent her exit that way, not knowing if any vessel is stationed in St. Catharine Sound, the Vixen is in the Vernon River & the Conemaugh is at Hell Gate to prevent the passage of any vessel going in either direction.

The Fort at Genesse Point is too strong for anything I have, and my only plan is to keep the enemy from advancing. I learn that the rebels are building five gun boats at Savannah besides the *ram Fingal* but I do not consider them of any importance.

I trust the Admiral will send me sufficient force to test the power of the battery tried by Comdt Stedman not long since on Genesse Point, that I may force the Rebels either to evacuate the place or to destroy the Nashville.

My executive officer has applied to the Admiral for a Command. I have forwarded his application saying

that he is worthless to me and I would esteem it a favor if he relieves him, even if he has no one to order in his place. I am miserably off for officers & if he should be ordered away I trust you will not see me helpless.

Make my regards to Wise & believe me

Very truly yours,

G. V. Fox, Esq. R. WERDEN.
Ass. Secty Navy
Washington D. C.

[J. W. GRIMES TO G. V. FOX]

Burlington, Iowa, Sept. 2, 1862

Dr. Fox,

It is understood that as soon as Commodore Davis shall take Vicksburg he is to take charge of the Bureau of Navigation. So I hear, at any rate. In that event you will be called upon to select a successor & I wish to suggest the name of Capt. Phelps of the Benton.

I think Capt. Phelps has very many strong claims upon the place but aside from all personal considerations it seems to me that the interests of the country will be more subserved by his appointment than that of any man I know. In the first place he is now perfectly familiar with the river, the character of the people living upon & adjacent to it and their methods of warfare. In the second place he knows the construction of the vessels in the service, of the men and officers attached to them and therefore has very great advantages in this respect over any new man. In the third place, the people of the west who are specially interested in the navigation of the western rivers know his reputation, have confidence in his ability and feel a

deep interest in him not only on account of what he has already done but also because he is one of our few western officers of the Navy. I think that these are all decidedly strong points in favor of his appointment.

Some older officers may object. But the true question is, not what may please this or that officer but who has the knowledge, experience, capacity, vigor, and— requisite for this service? Who have them in a greater degree than Phelps? Who has them all combined in so great a degree? Give us young officers to keep this river open, not that we shall accept the confederates proposal to lay down arms if it is not kept open, but we must purpose that it should be kept free and by our own people and we think that we need men of energy to do it.

I trust that Phelps will be Commodore Davis' successor.

I am very truly your friend
JAMES W. GRIMES.

[C. R. P. RODGERS TO G. V. FOX]

U. S. S. Wabash
Port Royal 3. Sept 1862

My dear Fox,

I know how little time you can give to reading letters, and I will write as briefly as I can.

Admiral Dupont was ordered to command this squadron nearly a year ago. Since he sailed from Hampton Roads, he has been within three days sail of Washington, and has had no personal communication with the Navy Department— No one knows better than yourself how much more may be accomplished by

a days conference than by a months correspondence. We all hope that in the month of October, very active operations against Charleston may be undertaken, and it seems to me very important that the Admiral should confer with the Secretary and yourself, in order that the Department and he should act understandingly in concert. Such understanding and conference could not fail to be most gratifying to him, and advantageous to the public service. The Admiral's health is good, he gives no sign of breaking down. He gives us all a high example of cheerful, unmurmuring, earnest devotion to the great duty which now devolves upon every true and loyal man— He has embarked in the war to root out this rebellion, and he devotes himself heart and hand to that consummation.

Strong and steadfast as he is, he is not made of iron; you must think whether a few days respite from unceasing care and toil are not necessary to every man once a year. There is no respite to his labours here; he never goes on shore except for some official purpose, and at long intervals, and midnight generally finds him with some matter pertaining to his duty still in hand— Therefore, in that frankness which you have authorized me to use towards you, I propose for your consideration, the expediency of *immediately* ordering Admiral Dupont to make a brief visit to the North, to confer with the Navy Department concerning the wants and organization of his command. One of our fast vessels can take him to Philadelphia, in three days; and a week at his own home, would send him back to the enemy's coast reinvigorated, and doubly strong to grapple with the difficulties of his situation.

Drayton and Green are now the two senior officers after him— Both are men of capacity and conduct. The Admiral will need to be back, early in October;

there is an interregnum now, which may well be devoted to carrying out the plan I have proposed.

Admiral Dupont has no knowledge *whatever,* of my writing this letter or of my intention to write it. Nor has it been prompted or suggested by any one whatever. *You* spoke of it to me, at the Department, as a desirable and proper thing, and although your remark was a casual one, it was perhaps, the seed from which this letter has sprung.

I remain dear Fox, with renewed thanks for the kind consideration I have invariably received at your hands,

faithfully your friend,

C. R. P. RODGERS

Hon G. V. Fox
Asst Secretary of the Navy
Washington D. C.

[J. C. HOWELL TO G. V. FOX]

Tahoma
Tampa Bay
Sept. 3d 1862.

My dear Sir.

I have been so long out here, and have been running about the coast so much, that I *necessarily* know more of the wants of this station than any one else, or at least I *think* I do, which with me, amounts to about the same thing. As you know, the whole coast of Florida, from Senibell to St. Marks is, on account of the shoal water extending so far out, a roadstead, a rather open one to be sure. Cargoes can be discharged in moderate weather, almost any where—and I believe they have been discharged on the open coast—now what we want

here is two, or three if you please, *fast sailing* schooners (pilot boats would answer beautifully) to run between Senibell and Dead-Man's-Bay—they should not draw more than eight feet water—and should be well coppered and staunch vessels. One master and three *good* Master's mates would do for officers—twenty men or less, for crew. One twenty pdr. Parrott and two 12 pdr howitzers for armament, and two boats, one a strong, fast pulling whale boat for boarding vessels. The outlay would be small, and I firmly believe that in less than six months, two schooners would more than pay for themselves, by the prizes they would take, or else, the people about the coast would warn rebel vessels not to attempt to land cargoes—which would suit us equally as well.

You will recollect that with a small Schooner, an old Mobile Pilot boat, called the Isolda, I destroyed one valuable prize off St. Martin's reefs. The same schooner caused the rebels to burn the Steamer Havanna at Deadman's bay, the miserable, four knot Beauregard, captured a prize off the coast—& the Somerset took one just out of sight of the blockading vessel at St. Marks—all in the last six months. You see I have good grounds for my assertion.

Since we have been in port, our leak has decreased to twenty four inches per day, and I am a little inclined to think that some joint about the pipes in the engine room, may have leaked, altho' the Senior engineer insists that everything was tight. In Cedar Keys at one time, the leak ceased entirely— I thought and think, that the stoppage was owing to the barnacles having grown over and closed up the seams. As soon as we ran the barnacles off, it commenced leaking again. It seems we leak by fits & starts—in four hours we will have the water over the engine room floor.—again we

will go for days with only about seven inches in four hours. I believe we want caulking under the copper.

If schooners of the centre-board class, drawing (without board) about five feet—could be had—they would answer better than schrs of greater draught—of course—but those I have seen, do not possess the requisite speed—nor seagoing qualities. I have passed a very inglorious eight months out here—but I have done all I could—and somebody must blockade. These gunboats, as you must know, are only good for rivers, bays or harbors—and I believe I have the poorest one of the class— I have determined not to complain at anything—but as the catechism says "doing duty in that state of life to which it shall please God (or the Hon. Secy—) to call me."

Believe me Very truly Yrs

J. C. HOWELL

Mr. Asst. Secy G. V. Fox. Lt. Comdg

[G. V. FOX TO V. L. W.]

Washington D. C.
Sept. 5th, 1862.

Dr V.

I telegraphed to your Ma, today the sad news of Maria's death. She died yesterday afternoon at the Continental Hotel in Phila. and the Judge went off at noon to day. Poor little thing she has gone from a world of trial and danger into the sunshine of immortality and purity. When I bade her good bye she threw her arms around my neck in a manner most touching for one so young, and I was deeply impressed at the moment that we had parted for this life.

Letitia McKean is with Minna.

I am not able to give a single word of news. I went over to the War Dept but nothing is known of the enemy. It was rumored that he was crossing but there is no information, McClellan told me last night that he was ready to have them cross. Some think the enemy are satisfied and have gone back. If they dont show their hand in the next two days they will retreat. They have done enough to disgrace us for ever.

With much love to all.

G. V. F.

[G. V. FOX TO A. C. RHIND]

Navy Department
September 6 1862

Dear Rhind

I have yours of the 4th inst. The strongest urgings have been written to Admiral Paulding to hurry up the work, and the Bureau have written to send the vessels to the builders of the Engines to expedite matters. All other work ought to go along at the same time by outside parties, and if it does not please write me. I am glad to find that DuPont writes of you in the warmest terms. We are having a dark spell just now, but more need for greater exertions. Our next blow will be Charleston, purely naval and the day is fast approaching

Very Truly &c

G. V. Fox

[G. V. FOX TO J. W. GRIMES]

Navy Department
September 6, 1862.

Dear Senator:

I have your letters of Aug. 13 & 29. I intended to write you a long letter from Portsmouth but *didn't.* We took care of your mid'n app't and Bridge has given me your note about the Act'g Asst Paymaster. None wanted at present—will watch. The Mobile matter can be fixed so soon as we take that place. Your friend Eaton has had his pay raised from 1200 to 1500 by the last Act of Congress. I sent you a register. We must make such men as McKean and Pearson Commodores on the retired list, for now Ringold, Engle, and Harwood rank them. You read Pope's proclamation when he started, and you have read his campaign. This army now rests along the banks of the Potomac disorganized by his imbecility. The guns of 25 gun boats reassured him. There is but one General who has done justice to gun boats and the Navy, and success and good fortune never deserted him—viz: Burnside. There are McClellan parties, and Pope parties and McDowell parties, and after their wranglings come thoughts of the bleeding country requiring every arm and train to save her from ruin and defeat.

Whatever humiliation is predestined for us by Him whose ways are inscrutable but just, we must pass through with a heart of faith.— Will surely come South. I trust we shall give you Charleston before Congress meets. In the meantime let us be equal to the crisis dismal as it looks.

Blair has just lost his 2d daughter, Maria, and he feels very bad.

With kind regards to Mrs. G.

Truly yours,

G. V. Fox.

Hon. J. W. Grimes
Burlington Iowa.

[W. K. LATIMER TO G. V. FOX]

Philadelphia, Sept 7th 1862.

My dear Sir

The confirmation of the report of the taking of Frederick City by the Rebels reached here this morning, and I have addressed the Secretary offering my services if they can be made available, under the present threatening aspect of an attack on the City of Washington by the Rebel forces under Jackson, Lee &c— I am not yet too old to raise my arm in defence of the Flag I was born under, and the Constitution I have sworn to defend.

I may be called upon to serve under officers much my junior in the service, but the cause I defend shall be the first consideration, and the mortification I may be subjected to at the time, will fully recompense me in the satisfaction I shall feel, in having discharged my duty to my Country in its hour of need, but, under no other circumstances than the present, or a like condition of the Country, could I be induced voluntarily to waive my seniority of service, and accept employment under a junior, short of the sacrifice of my Commission, which at my time of life I cannot afford to lose. Having been brought up in Military Life, I know you will appreciate the views I entertain in this matter, and

make due allowances for an old officer who feels he has been dealt harshly by, and who has devoted his whole life to the service.

If you have a leisure moment I should be glad to hear from you and believe me

Sincerely your friend

W. K. LATIMER
No. 1932 Locust Street

Hon. G. V. Fox
Assistant Secretary
of the Navy
Washington.

[G. S. BLAKE TO G. V. FOX]

Naval Academy
Newport R. I.
9th September 1862

Dear Sir

I have just received your favor of the 6th, and while I regret very much that you could not have passed a few hours with us on your way back to Washington, will indulge a hope that we may yet see you at a future day. If you can make us a visit, you will, at a glance, comprehend our situation.

You tell me that the Atty. General, has the matter of vacancies under consideration, and that he may make a decision which will give us a good many more Midshipmen. I can hardly express to you my anxiety on this point, for on the 1st of October, the Academy will be *filled with Midshipmen to its utmost capacity,* and we shall have barely enough officers for their discipline and instruction. Be assured, my dear sir, that the institution will fail of its object, if more are sent to us without adequate preparation for them. Allow me to

suggest, therefore, that if the Atty. General decides that *all* the vacancies can be filled, the addition be delayed until you can give us the "Vermont" where we can accommodate as many as you may please to send, and can manage them successfully.

If you can give me a single line on this subject, at an early moment, I shall be much obliged, for the 1st of October is at hand.

I feel great interest in young Sherburne, and beg you to be assured that I will do every thing in my power to promote his success. I have hopes that he may regain his position by the 1st of February, possibly in October. He fell behind his class, as he freely admits, entirely by his own fault.

Very truly yours

G. V. Fox Esq.
Asst. Secty Navy

G. S. BLAKE

P. S. If it should be decided to make the increase immediately, I suggest that the "Sabine" be ordered to Newport. Her hold should be *thoroughly* cleansed, and I be authorized to put in the necessary interior fittings here.

G. S. B.

[G. V. FOX TO J. L. LARDNER]

Navy Department
September 9, 1862.

Flag Officer
J. L. Lardner U. S. N.

My dear Sir:

We feel deeply your situation, with an important command, and death in it's most appaling form sur-

rounding you. To relieve you from part of your responsibility temporarily we are about to send off Wilkes with the Wachusett, Dacota (sailed), Sonoma, Cimmerona (sailed), Tioga and Octorara, giving him also for the first time being the Santiago de Cuba now in the Bahamas. He will scour the Bahamas and West Indies in pursuit of the "Oreto" and "290" and this accomplished his squadron be distributed amongst the others and your limits resume their former position. We know you want more vessels, but the present crisis here, and the fever, and the broken down ships seem to cripple our best efforts.

The San Jacinto will go to you on the 1st Oct. We shall direct the vessels to approach Key West and communicate only by boat until the fever has disappeared. We don't think any supplies are run into the ports within the limits of your command. If you can move your head quarters to the Tortugas or any point more healthy where we can communicate, I do not see why you should not do so and notify us. Trusting that a merciful Providence will save you through this fiery trial for the good of the beloved country,

I am most truly your friend,

G. V. Fox.

[GEORGE W. BLUNT TO G. V. FOX]

E. & G. W. BLUNT
179 Water Street,

New York, Sept 10th 1862

My Dear Sir

Last night a friend of mine told me that he had a letter from Paris from a good source that the rebels there

were endeavoring to get an Iron Steamer to run a Paul Jones raid on our sea coast—this confirms what I sent you yesterday.

A lady sent for me to say that she had seen a letter from an officer of the Racer at Charleston saying that the Steamer Herald was regularly advertised for Nassau and that the Pilot gets $5000 for each trip; he hints that the *Yankees* outside are bought which of course cannot be.

I sent the name of Geo. W. Pratt among others for Master's Mate whilst waiting he came in, he is a very likely fellow if you are making any I wish you would appoint him.

Yours very truly

G. V. Fox Esq. GEO. W. BLUNT

[G. V. FOX TO GEORGE W. BLUNT]

Unofficial

Navy Department
September 11, 1862

Dear Blunt

I have yours of the 9th inst relative to the war Steamer fitting out to capture N York. We have already received this information from the Consul at Paris. The defence of New York Harbor has been entrusted to the Army Engineers, who have been to work upon it for some sixty years, and who I think ought to be able to keep one steamer out. However the gunboats shall be on hand. Every family now seems to want a gunboat. I enclose you letters bearing upon the subject by which you will see that this Dept has early made

the proper representations upon the subject of defending our harbors.

I would suggest to the Major to make an official representation to the War Department.

Most truly &c

G. V. Fox.

[G. V. FOX TO J. W. GRIMES]

Unofficial.

Navy Department
September 11, 1862.

Dear Senator:

I have your note of Sept 2. I am for going down the list until we get the best man for command, but it would not be just to the service to go over any good officer. Phelps dates are in command of tug boats in the Atlantic, and I fear such an important command could not be given to him and preserve the high tone of the service. I believe Davis proposes to district his command in which case he will have an independent beat only subject to the Com. in Chief. I sent a telegram to you yesterday asking for the names of half a dozen young men between 14 & 17 for the Academy. The Att'y Gen'l has recommended the Pres't to fill it up to the 464 allowed by law, without regard to the district system. This gives us some 70 more and *you ought* to have six. You see that to fill up the list of 144 Lts, Masters & Ensigns will take ten years. We ought to have 500 extra ones in the school this year. You see how disgusted every body is with military matters and I have thought it was about an even chance whether we should be ejected by our own people or by Jeff Davis.

The rebels are in Maryland attempting to get McClellan out to defeat him, and capture this city. This is the prize not Penn.

I have great faith in our cause, and the superintending arm of Him that doeth all things well. In the meantime we are pushing the iron clads and before you come together in Dec. we shall commence upon them. I trust Mrs. Grimes is well.

Blair and I are living together here alone. He lost his 2d Daughter, Maria aged 8 years.

With kind regards to Mrs. Grimes,

Faithfully yours,

G. V. Fox.

[J. W. GRIMES TO G. V. FOX]

Burlington, Sept. 13, 1862.

Dr Fox

I wrote you yesterday enquiring about John Walker —Today I send the enclosed. I suppose there was some mistake about his promotion not being sent to him as the others. I have sent on the names & ages of the six boys. They are all lads and I think will turn out creditably to the Navy & to the country. I am having the ague just now but it is far pleasanter to be shaking with that, than to be shaking with fear of Stonewall Jackson as you people of Washington have been for the last two weeks.

What of the "League Island" commission? Is it possible that the old *fogies* will try to stick another Navy Yard into New England? The Norwich & New London people send me about once a week a newspaper containing an article abusing Philada & League Island.

They seem to imagine that I have some interest in the new location. God knows, all things being equal I would prefer that it should go north, but every man with a thimble full of brains must see at a glance—that the true interests of the *nation* require that it should be a substitute for the old yard at Philadelphia & the old one abandoned. Our trouble is not want of yards, but want of *capacity* in our yards.

I hope you enjoy the pleasant times about Washington.

Yours truly

J. W. GRIMES

[J. W. GRIMES TO G. V. FOX]

Private

Burlington, Iowa, Sept. 15, 1862.

Dr Fox.

Your letter of the 11th inst. is at hand. I do not doubt that you are exactly right about giving the command to Phelps. He came to see me, spent a day with me and seemed to be a clever man. He wanted me to write in his behalf to some one & I knew you would do precisely what you thought ought to be done, no matter what I might write you, so I selected you to expend my epistolary powers upon. My political friends in this state in their greediness to secure all of the six representations in Congress from this state managed to make them doubtful districts, or at least, our candidates are overwhelmed with fear and now call on me to go to their aid. Perhaps you do not know that I am very much of a "rebble-rousie" when occasion seems to require it. I

leave home to-morrow and shall not be at home again until the 11th of Oct. the day before our election. On account of my absence I fear that some mistake may occur about the midshipman permits and I therefore request that you will send duplicates of them to Commodore Blake, so that if they do not reach me before I leave, or the boys after I leave, the substitutes will be found at Newport. The father of one of the boys will start with all of them for the Academy on Monday the 22d inst, whether the permits reach here as expected or not. Will you be kind enough to have this attended to at once so that the little fellows may not be disappointed?

About one of those lads I feel a good deal of solicitude. He is a grand-nephew of Sergt Hunt. His name is Harvey Trevor Cook. His father was an old and valued friend of mine. The boy is a remarkably bright, intelligent, intellectual fellow and in some departments of education is quite proficient, far beyond his years. When a small child, for he was always a student, he contracted the habit of holding his book close to his eyes, the result of which was that he became what is called near sighted. By changing the position of his work he has been gradually overcoming this difficulty during the last two years and the oculists say that the trouble will soon be entirely removed—indeed that one voyage at sea will entirely obviate it. This defective vision is now so well cured that no one would detect it except after the most careful and minute scrutiny and I do not doubt that in a year from this time, since he has learned how to conquer the difficulty, it will be wholly overcome. As it is, he is not near so short visioned as Raymond Rodgers, nor is he so bad as Judge Trumbull's son who was admitted to the school last spring. Can't you say a word to the Commander or whoever

has the power in the premises at the Academy in this regard? I feel very anxious about him.

I have ceased to talk or write about military matters. I am too much disgusted and I get too much excited when I think of the subject to allow myself to talk at all. You knew long ago that I had no confidence in either Pope, McDowell or McClellan. The first is an insufferable liar & I have made it a point never to trust a man of that character in any respect. He may be brave, I presume he is, but it is very seldom that you see a braggart who is. I fought McDowell's confirmation to the best of my ability. I think he has none of the characteristics of a good officer;—McClellan has, in some respects—under some circumstances the latter General is a good officer, but he is wholly incompetent for the command of our army in the field, and in an insurrectionary war. Our administration, God help it, have a strange incapacity in their judgment of men. I think I could manage this war department so that in six weeks "things would hump."

Mrs. Grimes is quite well and wishes to be remembered to you & Mrs. Fox. She has great faith in the steadiness of your eyes. Let me hear from you. Your letters will be forwarded to me on my peregrinations over the state.

Yours friend truly

JAMES W. GRIMES.

[G. V. FOX TO J. M. REED]

Private

Navy Department
September 18, 1862

Hon. John M. Reed
Philad[a]
Dear Sir:

My remark to our friend Dr. Horwitz relative to the panic in Phil[a] was made for his own ear, and though he showed it to me written in a note to you, I did not feel any disposition to remove it.

We had already received a letter from Gov. Andrew of Mass. concerning the defence of Boston Harbor and Gov. Morgan telegraphed earnestly for the "Ironsides" to be placed in N. York.

Moreover an insane person in Phila., signing himself Chairm[n] of some Committee asked an order to send the spar deck guns to Harrisb'g, meanwhile what are the facts? The army of the rebels passed into Maryland, threatening an uprising there, and believing our army were too much disorganized to take the field before their object could be accomplished. The duty of Govt in the premises is perfectly plain viz. to give McClellan every man, possible to be sent to him. His defeat would lose Washington, and Philadelphia. His victory would preserve both. What has been done to yield to the Penn. Panic? Troops that should be in the field with McClellan, are stopped in Penn. where they can be of no possible use, for if McClellan is victorious, they are not wanted, and if he is defeated, they cannot save your State. We fought the first Bull Run with 18,000 men

[copy faded: Eds.] and had [copy faded: Eds.] 60 000. We fought the battles of Richmond, with 60 000 men here running their heads together in pursuit of Jackson, who was then on McClellan's flank, and now when the great battle of the war is impending, and the enemy have concentrated every man in front of McClellan, we have stopped 40 000 from the field, to yield to a senseless panic, thereby perilling our Capital, our Army, and our cause. There may be, as you imply, reasons for it, but if we lose in the coming struggle it is easy to fix the responsibility. I thank you for mentioning the Merrimac's raid, because a person of your character and standing, should know the facts.

This Dept. ordered the vessels from Newport News feeling certain they should not be there. But they were allowed to remain at the earnest remonstrance of Genl. Wool. The naval authorities there never considered them in danger, and though ordered by the Admiral who was absent at Roanoke to have tugs ready to move the ships, they neglected it, and laughed at the Merrimac's coming. But I consider the Dept. proper, charged with blame for every disaster and am willing, so far as I am concerned, to stand or fall on success, or the want of it.

The only disaster we have met with was in yielding to the Military panic, against our own judgment, and we deserve, and should receive, in history a good share of reprehension. It is the Department that makes success or invites disaster. God grant in his Wisdom that the invitation now extended to the enemy may not meet with the disaster, that in a military point of view is very possible.

Very respectfully &c

G. V. Fox

[GEO. D. MORGAN TO G. V. FOX]

Paris Sept 19th, 1862.

My Dear Mr. Fox.

I am informed by Mr Bigelow our Consul in this City, and the Rev Dr McClintock, the pastor of the American Chapel here, both of whom have just returned from London, that there are quite a number of Iron fast steamers, built for the Confederates though under private individual contracts, now ready for sea, and that it is the purpose to both break the Blockade and to lay off some of our Northern Ports and seize our merchant ships. They confidently believe the report; I mention it as a duty, and to ask that notwithstanding the very great energy and ability which has been displayed in your Department, that now you will put forth every power to preserve the honor already won and to put down the attempts that will surely be made this fall, and winter, to run the blockade and capture our vessels. The long delay of the war, added to the successes of the rebels on land, has given time to the South and its friends to strengthen their position and get ready for the final struggle. It seems to me at this distance, that we do not realize that the South are fighting for existence, and if successful they are a great people, if not they are ruined, and their great men, outlaws. Until the North unite to crush this rebellion, and present a united front to the enemy we shall not conquer. I hope your iron clads are rapidly being completed, and that every ship yard at the North is working day and night for the Navy Department. Kill, destroy and burn, until we have put down this rebellion is my motto. I know full well, the great responsibility and great

labors that devolve on you, and all occupying high places in the Government and I trust the people generally do, though their dangers and losses may make them complaining and violent, but they will do justice in the end. I hope your health continues good, and your confidence in the result unshaken. I often think of you and wish I could be of some service to my distracted country.

With kind regards to Mrs Fox

I am Dear Sir Very truly yours

GEO D. MORGAN

Hon. G. V. Fox

[JOHN M. REED TO G. V. FOX]

Private.

Philadelphia September 19, 1862
1119 Chestnut St.

Dear Sir

I received this morning your letter of yesterday marked Private and am much obliged for the information contained in it. My requests never extended to asking a single Regiment to be detained in any part of this state, all I asked for, was a competent general officer to be placed here for the organization of our own home levies, intended for home defence, which I advised Gov. Curtin to march to the Maryland line and beyond, to aid General McClellan. This he had already done.

With regard to the vessels of War, I considered it highly important (if for no other object) to calm the fears of a very large population rec'd *into the army* as appears by The Philad. Inquirer of this morning, nearly 40,000 men. On the 4 September 10,000 veter-

ans could have marched from Maryland to Philadelphia without opposition and believing this you cannot wonder at the anxiety felt here.

I am very resp yours

JOHN M. REED

Hon. G. V. Fox
Asst Sec. of the Navy.

[G. V. FOX TO P. DRAYTON]

Private

Navy Department
September 22 1862

Capt. Percival Drayton
N. York

My dear Sir:

The Potomska carrying the order for Du Pont to report at the Dept. has broken something, and is repairing at Hampton Roads. I do not fancy she will remain but two or three days, still the Admiral cannot get here, until the limit assigned to your leave is reached. My impression is, considering the earnestness with which the Ordnance people ask for you, that we shall have to yield in the course of the fall. But I have always declared that you shall not be detached, until Charleston falls, which I set down just previous to the opening of Congress. When the last Congress went away, we promised them Charleston about the time of their reassembling.

Two monitors and the Ironsides will do it, but I think we shall have three, and perhaps four as soon as two. How did you like the Passaic?

Very respectfully &c

G. V. FOX.

[G. V. FOX TO J. W. GRIMES]

Unofficial

Navy Department
September 22, 1862.

Hon. J. W. Grimes
Des Moines, Iowa
Dear Sir:

I have your various notes. All seven of your appointments are made, and sent to your address at Burlington, duplicates to Blake. I also wrote him about that young man's eyes. We are sending the "Santee" Frigate around to Newport for the Mid'n. Since the noble stand Maryland has taken, during the invasion, I do not feel (I never did) like giving up Annapolis. The rebels got 140 recruits in Maryland, and lost 1500 by desertion. They have been driven out, with curses of Maryland upon their lips. Toombs made a speech in Frederick, stating that they had come into the State upon invitation of the Marylanders, and that their shops, their churches, and their hearts, had been closed upon them. Considering that Pope disorganized the Army, and sent into Washington 50000 stragglers, the march up the river, immediately, and the well contested battles against a victorious enemy, reflect the highest honor upon them. They have the most unbounded confidence in McClellan, and would have had no heart to fight under any other leader. As they straggled into the city from Manassas, I thought they never would fight again, yet not a regiment flinched. Had not the cowardly surrender of Harper's Ferry taken place, the victory of McClellan would have been decisive, as 'tis they flee, but in order, and he pursues

with an increasing force. The question is, can we break them in? if we can, the S. C. this side of the Alleghanies is bust.

I asked Hale to nominate three Mid'n, and he pitched into us; said we broke the law, and that you had fixed it so no more could be appointed, &c, &c. I reckon he will give it to us in the Senate. The Att'y Gen'l is on our side, and we must have the officers. The merchant service does not give us the men professionally, or morally. I may take a day or two in N. York with you in Nov.

You know I have promised you Charleston before Congress meets.

See the General Order of Navy Dept and accompanying papers, dismissing Preble for not taking the "Oreto." Walker was ordered home by the Com. daily expected. D. D. Porter will relieve Davis about the 10th of Octo. I will offer Walker a command on the Mississippi Squadron (Flotilla is abolished.)

Very truly,

G. V. Fox.

[P. DRAYTON TO G. V. FOX]

New York { At C. H. Copelands
122 Broadway
Sept 25 1862

Dear Sir

I have received a letter from Admiral DuPont in which he tells me that if I desire to make the two weeks three, he has no objection. Still I am not anxious to remain longer than is absolutely necessary, unless I am to be ordered to another vessel. If you determine to do this, it must of course be done now without waiting for

the arrival of the Admiral. I am quite willing to take the Passaic and do what I can to reduce Charleston or any other place that it may be thought proper to attack. I doubt the fact of any of these vessels being very seaworthy, but some one must decide the point, and I might as well do it as any one else. As it seems that a good deal of ballast will be required to bring them down to a proper draft, I think it a great pity that it should not be effected by means of water, which could be removed to lighten the draft in case of getting ashore, an important consideration when acting at the South, and I also think that the decks will be found to be very easily penetrated. This however can be left for the first action to decide. The former objection I should suppose might be remedied now, without difficulty.

I should be very sorry to be placed on Ordnance duty during the war or at least until I have had a chance of a little more active service.

They say that the Passaic will be sent to the Navy Yard in about a week, from her present appearance certainly not sooner.

I have got all the information that I can about Tugs, and written to Mr. Lenthall, and as there will be nothing more for me to do here after tomorrow, shall probably go to Philadelphia on Saturday afternoon, where if you do not answer this by the return mail, I will get you to direct to me, if here to care of Mr. Copeland 122 Broadway.

Tugs are very scarce. There is really only one at present afloat that would be quite suitable. The prices are of course in consequence rather high.

I am very Respy Your Obdt Servt

P. DRAYTON

Asst. Secretary G. V. Fox
Washington

[P. DRAYTON TO G. V. FOX]

Philadelphia, Sept. 29, 1862.

Dear Sir:

I leave in the morning to report, and will feel very much obliged if you will inform me whether the Pawnee is likely to come to the Potomac, as all of my clothes are on board of her, and in case of her remaining where she now is I must send for them at once.

I think as I told you, that she is not worth now a double ender where she is, and more than one in the Potomac, where everyone seemed very desirous to return. The crew, also, are almost entitled to a little run on shore after their hard service. I should think the Admiral would be quite willing to effect such an exchange, and know that every one on board will be delighted at it.

Very Respectfully Your obedient Servant
P. DRAYTON.

I received permission from Admiral Du Pont to bring my Steward, James Wilson, with me. Can I have him transferred to the Passaic in the same capacity?

Very respectfully,
P. D.

Assistant Secretary
G. V. Fox
Washington.

[G. V. FOX TO G. S. BLAKE]

Private

Navy Department
September 30, 1862

Como. Geo. S. Blake
Naval Academy
My dear Sir:

I have your note of the 27th and enclosure, which is sent to Senator Grimes. The seamanship is of the utmost importance, in my opinion, notwithstanding steam, and iron clads. I share the old Jack Tar feeling, that a sailor can do anything, and that a man is not good for much, who is not a thorough seaman. D. D. Porter was particularly struck at seeing your boys scrubbing copper: he was always afraid they were getting too scientific, too conceited, but his experience at Newport seems to have undeceived him. We have more chaplains in the navy than can be used, and are about to appoint a few more. Should you like to have any of them as Asst. Prof's, temporarily attached to the Academy?

The Secretary desires to know, whether in filling up the school to the full number, it would be more advisable to stop sending boys the 15th of Octo, and then fix upon a time, say Feb'y examinations, for another class: or to continue to send them along, all through the winter? The Sec'y inclines to stop Oct. 15, and commence in Feb'y, but he desires your views on the subject. I think you better get more sword masters. The physical education is of great importance: Dancing, Sword and bayonet exercise, and *boxing* ought to be

pursued. I think we can give you a steamer during the winter. When the iron-clads have done their work upon Charleston, the blockading force will be relieved a little.

Very respectfully &c.

G. V. Fox.

P. S. Will you recommend what the salary of these temporary Asst. Prof's should be, and no action will take place, until we hear from you on the subject.

F.

[J. B. MARCHAND TO G. V. FOX]

New York, September 30" 1862.

Dear Sir.

Your note accompanying the order detaching me from the Command of the Mohican has been very gratifying and for which I am obliged. Without it or other information I would have been impressed with the belief that some act of mine had met the disapprobation of the Department.

You were pleased to say that I would soon have another Command and I look forward to it with hope.

For so many months have I been before Charleston and daily with a prayer that I might be present at its fall that I hope if it is consistent with your views you will assign to me a vessel of light draft (iron clad if possible) to operate there.

Knowing your good feeling I am satisfied you will do the best for me as you are the judge of what is proper.

Most truly yours

Capt G. V. Fox. J. B. MARCHAND

[G. S. BLAKE TO G. V. FOX]

Naval Academy
Newport R. I.
2d October 1862

My dear Sir

I have your favor of the 30th ulto. and need not say that it is very encouraging to us. We are deeply impressed with the importance of giving all the practical instruction possible, and have been gradually going more and more into that thing, though, until last summer, we did not fairly dash into *all* the details.

The boys like this instruction, because, down to the very youngest, they see its value, and I am glad to say that their friends appreciate it. I was, at first, a little doubtful as to the view which some of our magnates would take of the matter, but find that we were upon safe ground in that respect.

The school is a good deal visited by parents in the summer, and I have been much gratified to find that this particular feature of it, down to "scrubbing copper," is much liked. A few days since the "Marion" was got under way by the 4th class, from single anchor, and sail made to royals, in 9 minutes from the order "heave round."

I look for the "Santee" daily, and shall very soon have her ready. We are now completely full, and I would suggest, therefore, that the issuing of appointments be suspended for a short time. I will soon name a day when we can receive more; and then, I am decidedly of opinion that the school should be immediately filled up and kept full. It is inconvenient to have

the appointees coming in through the winter, but they come in different stages of advancement, and we put them in the places which their qualifications justify, and the inconvenience should not, in my opinion, weigh a feather. The importance of filling the school to its utmost capacity seems to me paramount; we now number 351.

Our Sword Master, who is a capital instructor, is on the look out for an assistant. As soon as he finds one I will nominate him.

Be assured, my dear sir, that we appreciate physical education. We have dancing, sword and bayonet exercise, but not boxing as yet, though we have swimming.

I think the temporary assistant professors should all be on the same footing as to salary. Messrs. White and Smith were appointed at $1400 per annum and I would suggest that as a compensation for the others. If chaplains of suitable character and qualifications can be ordered as Asst. Professors, I think they should come, though I should deeply regret to see an unsuitable man here.

How much I am *charmed* at the prospect of a Steamer, for with a suitable one, it seems to me that we have nothing more to desire, and I shall be entirely willing to have my fitness for my trust, measured by the qualifications of the young officers we turn out. Allow me to suggest, as an additional argument for a Steamer, that privateers made captures off Nantucket last year, and may visit this part of the coast again.

The young engineer you have sent to us, Mr. Green, is, I am sure, a capital selection.

One word more. The preparation for mooring the "Santee," additional recitation rooms &c will cause some, though not great, additional expense which I beg

you to be assured I am managing with the utmost economy.

Very respectfully and truly yours

G. S. BLAKE

G. V. Fox Esq.
Assist Secty of the Navy
Washington

[G. S. BLAKE TO G. V. FOX]

Unofficial

Nav Acady Newport
Oct/62

My dear Sir,

I have your favor of the 11th and have conferred fully with the Ac Board upon the important subject of reexaminations, and we propose to adopt this rule; that when an examination is unsatisfactory, to signify it to the Candidate, or his friends with him, and to give him the option of a further trial, after an interval of one or two days, as he may prefer, with the distinct understanding that it will be a *final* trial, and that no further steps can be taken in the case. Such a rule will, I think, be just, and most compatible with the public interests.

I think that Senator Grimes hardly does his Iowa boys justice. He sent us three this year, who passed exceedingly well, much better than the average. Of the rejections this year, the largest portion is from the Eastern States. The Western youths generally made a good show. I am never more impressed with my responsibilities than when a lad presents himself to me from the far West, who is separated, probably for the first time in his life, from his friends. However

uncultivated, and embarrassed, such a youth may be, I can truly say, that I have always tried to do my whole duty towards him, and have had the satisfaction of seeing my interest in such lads frequently most fully rewarded.

From what you say of Mr. Hitchcock, I think he will be an acquisition to our faculty. I have applied for him as Assist. Professor of Ethics, because I would rather prefer that his position should be defined by the Department; but I hope you will permit us to have Mr. Barker also. Our necessities are so great, that I requested all the gentlemen who were reported upon favorably, to do duty until the pleasure of the Department was known.

You speak of the regulations. I have taken good care to adhere to the Revised Regulations of 1855 with the utmost care for it is, in my judgment, a most excellent code. A few changes have been authorised by the Dept to suit our altered circumstances. These have been carefully inserted in an interleaved copy, and as soon as we get a little breathing time, I propose to send a fair copy of the Code to the Department, with these changes inserted, and to ask authority to have a number printed, the present edition being nearly exhausted.

Allow me to suggest that you could not, in my judgment, do a better thing for the Academy, than to retain it directly under the Secretary of the Navy, rather than to place it under a Bureau. It is well known that there is a great difference of opinion among the Senior Officers of the Navy in regard to this institution. Davis is an enlightened, scientific man, and I know takes a great interest in the Academy, having a son here who is one of our finest youths; but he may be succeeded by an officer of just the opposite way of thinking. It is well

known that Paulding wished to break up the Academy when we left Annapolis, and that this would have been done, but for the determination of the Dept. to preserve it.

You speak of the religious education of our lads, who leave for the first time, and so early in life, the influence of their homes, and as I suppose you have inquiries made of the Dept. on this point, you will excuse me if I go fully into this subject. Our Chaplain, Mr. Noble, is, as we all think, a pious faithful man. As prescribed by the regulations, the duties of each day are opened with prayer. On Sundays every Midn is compelled by the regulations to attend service at the Acady, except those who have filed a written declaration, approved by parent, or guardian, that they have conscientious scruples against so doing. This is intended for the Catholics, but no such declaration has ever been made. In the afternoon church parties are formed, and the Midn are recommended by the Suptdt to attend service in churches of the denomination in which their parents worship. So much for routine. In addition, there are a number of Bible classes, conducted by the officers and professors, and pious gentlemen of the city. Attendance is optional with the Midn, but a *large* number do attend.

And here let me do justice to the officers associated with me. Be assured, that if you were to study the register with the utmost care, and the best information, you could not select better men. Simpson the Comdr of Midn is a thorough, accomplished, elegant officer full of vim, and of the finest and most dignified bearing, and is withal a Christian in the fullest sense of the word: He is a communicant of the Episcopal Church, and takes a profound interest in the religious instruction of

our youths. Luce and Mathews are also, as I need not say, most able and excellent officers, and are also communicants of the Episcopal Church. Lull (Lt Comdr) who has immediate charge of the Constitution, is a remarkable man. He is a distinguished graduate of the Acady, and discharges his delicate duties with singular tact, and ability. He is kind, and affable, and judicious, is a communicant of the Presbyterian Church, never uttered a profane word, never smoked a cigar, and never knew the taste of even a glass of wine. I need not say to you, my dear sir, how invaluable these models are to the youths we are bringing forward for the navy, and how much harm men of different character might do.

Finally, permit me to add that the encouragement which you give us, and the thorough manner in which all my views are seconded is most cheering to us all. I have never in the whole course of my professional career *tried* harder to perform my duties usefully than here, for I hold the trust to be a great and sacred one. Through a most severe trial the Dept has succeeded in preserving, thus far, the organization of the Navy, and no one can be more alive than I am to the importance of filling the junior grades from the Academy with competent and correct young officers. Excuse this terribly long letter and believe me most respectfully and truly Yours

G. S. Blake

G. V. Fox Esq.

[G. V. FOX TO J. W. GRIMES]

Unofficial.

Navy Department
October 2d. 1862.

Dear Senator:

The Army of the Potomac is safe. All quiet along the lines. This is all the war news. I enclose you a note from Blake, which is gratifying. Not one of our *outside* appt's was rejected and they say there never was such a fine set of fellows. *Hale* asked for one, and got it; remember that when he comes down upon me. Walker has arrived but not reported himself to the Dept. If he wishes to go out west with Porter, he can. He would like to have him. I think we shall give you Charleston as I promised. Kind regards to Mrs. G.

Very truly &c
G. V. Fox.

[EDWARD T. NICHOLS TO G. V. FOX]

Steam Sloop "Iroquois"
New York Oct 3d. 1862.

My dear Sir.

I arrived here yesterday after a short and remarkably pleasant passage from Pensacola. We were favored with smooth sea, fair winds and strong currents, and in consequence made the passage in much less time than we had any reason to anticipate. Since my arrival, I have learned that my wife is indebted to your kind attention for a copy of the official reports on the Capture of New Orleans, and the laws for the Navy passed at

the recent session of Congress. In connection with this, I learned with mortification that Mrs Nichols had made you no acknowledgement of the kind attention. I do so now for her and beg you to accept my apology for her neglect. I left Admiral Farragut at Pensacola, well, but restive and chafing at his forced inactivity. He was waiting favorable news from our Army in Virginia when he intended making a dash at Mobile, though I must confess it seems rather a rash proceeding, with the force he has at command. I am in hopes it will be in the power of the Government to give me a little time to pick up after my long summer siege in the river, what with the fever, hard work, anxiety and hard living I am considerably pulled down, and am not at all strong. I should like to have a quiet chat with you, and after the "Iroquois" is turned over to the Yard for repairs, will try and run on to Washington, if there are no reasons on your part against it. Is there any chance for any shore service for a few months in this neighborhood? If I do not hear from you to the contrary, shall presume that silence gives consent, and try to make you a call.

Very sincerely yours

Ed. T. Nichols

[G. V. FOX TO EDWARD EVERETT]

Private

Navy Department
Washington
6 Oct 1862.

Dear Sir

All the nominations for the Naval Academy, which you have sent me, have been appointed and forwarded

to your address at Boston, and likewise several copies of the Rules of Admission.

The School this year will not be much less than five hundred Boys from all the Loyal States and a few from those States now in Rebellion.

It has impressed itself upon me, that these young men should be addressed by letter from the Head of the Navy Department, and I mentioned the matter to the Secretary, who concurred with me, but he stated very truly, that it was impossible for him to find the time to give to such a paper the attention it required. He suggested to me, however, to have a letter drawn up, and it instantly flashed upon my mind that there was but one person in the Country who could address these Boys in language that should live as long as the Navy exists. I need not add that that person is Edward Everett!

I have made no one but Wise my confidant and we shall keep the secret, and as he encourages me strongly to make this request, and knowing how much good will arise from it, I venture to beg this favor of you.

I am with sincere respect Your obt st.

G. V. Fox

The Honorable
Edward Everett
Boston.

[J. W. GRIMES TO G. V. FOX]

Indianola, Iowa, Oct. 6, 1862.

Dr. Fox.

I have just received yours of the 22d Sept., the naval Register of 1862, & Worden's letter to you. I have been from home three weeks, traveled on an average of 30 miles a day, spoke every day but Sundays and

have one week more of such labor before me, mostly in Kasson's district. We have some of the most infamous traitors in this state who have sought to inaugurate a counter resolution declaring that Mr. Lincoln is a usurper & tyrant &c—&c. I thank God we have our heels upon them & shall crush them out. They undertook to carry two of our Congressional Districts this (Kasson's) & another. But we shall elect all of our six members.

I am glad that you are to actively support the restoration of the Naval School at Annapolis. I intend to fight harder than ever for it. Raymond Rodgers told me that we might as well abandon it as to put it where it is.

Please have a copy of Atty. Gen'l Bates opinion in regard to Midshipmen ready for me so that when Hale first opens his mouth on the subject I can close it so far as your Department is concerned by an authoritative legal decision. I will set him to swearing at Bates.

I have been traversing this interior country so long that I do not know what is going on in the world. I hope you will soon strike some heavy blows—notwithstanding our isolated position, and our large representation in the army, the navy is much the most popular branch of the public service even in Iowa & I plume myself very much upon my connection with it.

I shall be at home in a week. Write to me there.

Your friend 150 miles from home

JAMES W. GRIMES

[ASA WALKER TO G. V. FOX]

Portsmouth, N. H.
Oct. 7th, 1862

Dear Sir:

I have sent an official reply to the letter of the Secretary of the Navy to me, dated the 5th inst.

But I wish to thank you particularly for your kindness in giving me this opportunity to qualify myself to do some service to my country, and I hope you will never regret the kindness you have shown me.

Very respectfully Yr. obt. servt.

ASA WALKER.

Capt. G. V. Fox
Assistant Secry of the Navy
Washington, D. C.

[EDW. EVERETT TO G. V. FOX]

Private

Boston 8 Oct^{r} '62

My dear Sir,

I yesterday received your letter of the 6th.—I am greatly indebted to you for the regard which you have had to my recommendation to the Naval Academy. The permit for Young Eames can be sent to his Father's residence, 451 Fourteenth Street, Washington. Since I recommended Young Gardner, I have seen & conversed with him. His physical developement is the finest I ever saw.— His arm is like a bar of iron & he is the leading gymnast in his school, & of mild & pleas-

ing manner. His father is one of our wealthiest citizens.

I feel much complimented with your request, and shall have much pleasure in preparing the paper which the Department wishes to issue.— I have been twice asked what care, if any, is had for the moral & religious instruction of the Pupils. I have no information on that subject; but I have answered that I supposed the Naval School was, in that respect, on the same footing as the Military Academy.

As I have one or two pressing engagements on my hands, it will be some little time before I am able to furnish the desired paper; but I will do it soon.

I remain, Dear Sir, with great regard,

Sincerely Yours,

G. V. Fox Esq — EDWARD EVERETT.

P. S. If there is a chaplain at the Naval School he should be a person of great prudence, the most winning qualities, and spotless life & character.

[G. V. FOX TO G. S. BLAKE]

Unofficial

Navy Department
October 11th 1862

Commo. Geo. S. Blake
My dear Sir:

I have yours of the 2d inst. A few permits have been given for Nov. 20" to 30" but the Secretary has decided to send no more until February 1st though it would be desirable to have your views officially presented as to the time of filling up. I have been thinking about this

matter of re-examination. It has always been one to give the Department most trouble, and where not carefully guarded, reflect great injury upon the Academy; therefore the law was fixed so that the Department could not interfere. What the effect will now be, resulting from the pressure upon the Academic Board, we cannot foresee. It is certain they are the best judges. The only question in my mind is whether a boy should be rejected in writing to the Department and then recommended to be examined a couple of months hence, or his examination passed over for a few days where there is a doubt in his case, so as to give him time to get over his embarrassment, as well as to enable the Board to fully satisfy themselves. I merely mention this subject because it is an important one, requires deliberate consideration and is full of difficulties. We have gone through it at the Department. The law now throws it upon the Academic Board. Senator Grimes told me that the boys from his part of the country were very deficient at their entrance into the Academy, being hardly able to pass their examination, yet in an average they came out ahead. The register confirms this statement. I have in my mind several western officers who were very green and ignorant at first but turned out capital officers. I consider it a most wise provision of law to leave the matter to the Academic Board who must be the best judges of the talents of the youth, and are better able to discover the natural parts, though clouded by embarrassment and want of cultivation not found in the country. If you can suggest a person who is able, and who has *the time* to revise the regulations, would it not be well to do it, placing the Academy directly under the Secretary of the Navy instead of a Bureau? There is an Episcopal minister formerly set-

tled at Portsmouth N. H., by the name of Hitchcock (cousin of Captain Hitchcock) aged about 28, who has just been appointed Chaplain. I think he would please you and if you agree to it he can be ordered to report to you for such duty as you may assign him. You can also have any of those upon the Navy Register if you want them. Planted as the Academy now is temporarily upon the soil of New England, the first inquiry amongst those people will be, what religious education is given to these boys who leave thus early the influence of their homes? Your own personal character so widely known and estimated, I am sure will be a guarantee that the foundation of all knowledge and true courage shall be carefully planted in the hearts of these young men. I am sure the Secretary will give you all you ask for to enable you to carry out your views at the Academy, and to you will belong the credit of setting it in motion on a large scale and on a basis that will be honorable to yourself and glorious for your country.

Very truly yours,

G. V. Fox.

[F. H. GREGORY TO G. V. FOX]

New York Oct 11" 1862.

My Dear Sir.

Knowing how anxious you are respecting the progress of the Monitor—I take much pleasure in assuring you every thing is going on here very satisfactorily—I visit them daily and am surprised at the wonderful energy displayed particularly on the "Weehaken" from Mr Secor down there appears a determination to do up the business in short order, every part of the vessel resounds

with incessant din of the tools—she will be launched the latter part of next week.

At my request Mr Secor has suspended all other work—when the men could be employed upon the "Weehaken" particularly those employed on the "Comanche"—which I trust will be approved— Mr Whitney is working with equal determination and is certainly making extraordinary efforts and the prospects are very encouraging all around. I would recommend an early attachment of the Comdrs and executives to the "Nahant" and "Patapsco" soon as they are appointed I can give them full instructions respecting the outfits etc—having everything perfected with the "Passaic" and it is desirable that they should attend to the collection and inspection. Steam will be put on the "Passaic" today and it would be well to have some of the Engineers attached at once.

We had a proud day at the launching of the "Montauk" the people of all classes sizes and ages take a wonderful interest in the Monitors—about fifty ladies were on board at the time, and there would have been five thousand if they could have had their own way—though the day was my 73^{d} birth day I felt uncommonly young and frisky—that too without the aid of Whisky.

I have heard nothing yet of the Carpenter appointed to Mr Mershons Vessel— It is time some one should be there.

I am with great Respt Your frd & Sevt.
F. H. GREGORY

Geo V. Fox Esq
Asst Secretary of the Navy
Washington.

[THEODORUS BAILEY TO G. V. FOX]

Sacketts Harbor
Oct^{r} 15th 1862.

Hon. G. V. Fox
Ass^{t} Sec^{y} of the Navy
Dear Sir

I have applied by this mail for the Command of a Squadron and hope for your kind offices in getting it.

The near completion of the Iron Clads I hope will enable the Department to gratify my wishes.

I have been thinking that a successful raid might be made into Charleston Harbor and Fort Sumpter carried by a Coup de Main.

Five hundred Seamen and Marines in boats of size to carry light 12^{s} in the bows, muffled oars, of a dark night, might pass up with a good experienced Pilot, or better, an Engineer officer well acquainted with the Harbor Fort and localities. If the Fort can be approached so that the first Alarm will be made by the Sentinels and Guard at Sumpter, I cannot see what is to prevent our landing, blowing the gate open with powder petards, and entering with the Bayonet. There are so many circumstances that might cause a failure that I propose this plan with diffidence.

Farragut ought to take Mobile and Fort Morgan with a co-operating land force, but to render the taking of Fort Morgan certain he should have two Iron Clads at least, to pass inside the fort and cut off communication with the City, and attack on that side.

There is a large loyal population chiefly Germans in some parts of Texas, waiting to be relieved from thraldom of Terror by a Federal force. About 400,000 Bales Cotton were expected to be raised the last Year,

doubtless nearly all has been shipped, chiefly from Brownsville, with Mexican permits from the Custom House at Matamoras. Brownsville and the outlet of Rio Grande, should be occupied by a strong force of our Troops, which would put at rest all diplomatic questions as to shipping cotton out of and arms into that River avowedly for Matamoras, but in reality for Brownsville and the rebels.

Excuse my writing in this way about Matters of which from your position you are doubtless better informed.

Give me a fighting squadron if you can and believe me Truly Yours

THEODORUS BAILEY.

[GEO. B. UPTON TO G. V. FOX]

Boston, October 18th, 1862

G. V. Fox Esq.
Asst Secy. of the Navy
My dear Mr. Fox,

I took up my pen some three weeks ago to write you upon the subject of three Am. Steamers which ran the blockade from New Orleans some months ago and wch were then lying in Havanna. Their names are the Atlantic, W. G. Hemes & Austin.

I was addressed by an individual who desired to make sale of them. He was to have called upon me again, but left the City in a great hurry. I was afraid from the tenor of his conversation that they might be bought by persons in the interest of the Southern Confederacy, and therefore the object I had was to ask you if our own Govt were well supplied and if not whether it might not be worth while to look a little into the

matter. These Steamers I suppose are tainted as far as their Nationality is concerned, and therefore difficult of sale— Since the raid of the 290 I have thought again of them and therefore trouble you with this:—

It occurs to me to send you a Coml. Bulletin which contains a letter from D. McKay. I observe he confirms a view I made to the Dept. some months ago in relation to Wooden bottoms for vessels rather than Iron— I think experience will hereafter settle it, that Iron Clads will be built of wood except of course the necessary Iron sheathing for outside protection and that this will particularly apply to everything intended for cruising or Foreign Service.

I am afraid we shall have to ask the Government to give us a Convoy for all vessels bound to Europe until you are a little more prepared to sweep the Ocean of Pirates.

I am with great regard Your Oblgd friend
GEO. B. UPTON.

[G. V. FOX TO THOMAS M. CASH]

Private

Navy Department
October 22d 1862.

Thos. M. Cash Esq.
Astor House,
New York.

My dear Sir:

I have yours of the 18th inst. and will forward to your address the matter you solicit, and anything else you may desire to render your contemplated work a faithful record. I will assist you all I can, provided,

the work is *not* dedicated to myself. You who are so well acquainted with naval usages, know better than anyone else, that a 1st Lieutenant, however excellent he may be as executive, yet to his Captain justly belong the honors. I am sure you will see this matter in its true light and let me assist you upon this assurance.

Very truly Yours,

G. V. Fox.

[THOMAS M. CASH TO G. V. FOX]

Private

New York, October 23rd 1862.

My dear Sir

I beg to acknowledge the receipt of your esteemed favor of yesterday.

Inasmuch as you desire that I shall not dedicate the work to you I will not, but I regret your decision in the matter, although I must acknowledge your reason for declining it as an eminently proper one.

I need not say how much obliged I am for your offers of assistance in making my work a faithful record; I feel now that the task will be an easy one, and that I shall be able to make it all that I desire.

The operations in Albemarle Sound and on the Mississippi River before Vicksburg, in fact the whole operations of the Western Flotilla from the time of its organization, I am afraid I will have to obtain from the Department. I shall be very glad to have from you any suggestions in regard to the work whenever you have time and inclination to make them.

Very respectfully & truly yours

Thos M. Cash.

Hon. G. V. Fox,

Asst. Secretary of the Navy.

[J. W. GRIMES TO G. V. FOX]

Burlington, Iowa, Oct. 24, 1862.

Dr. Fox,

League Island is coming out about as I anticipated it would. The overwhelming influence of New York City is against everything that does not "bring a grist to its hopper." The public interests & necessities must all give way before the private local interests of that modern Sodom. It seems to me, however, that these members of the companies who favor League Island place its many advantages on such strong grounds that those who come to vote upon it will hardly have any alternative but to give it their support.

I recd a letter from Porter today. He appears to be in excellent humour & thinks if he is supported properly he will surprise the natives in Tenn., Miss. & Ark. I do not doubt that he will do everything that can be done with his means. He has all of the necessary energy & enterprise for such a command and holds the rank that is requisite to ensure respect & obedience.

There is nothing in connection with these autumn elections that I regret more than the defeat of Sedgwick in the nominating convention. I wish the d—l had the politicians of Onondaga County. I suppose some man *may* turn up who can fill his place but I can't imagine who it can be. Pike is a pretty good man and I think is *susceptible* of being the best for your service. John Schenck of Ohio was a member of the House fourteen years ago; he was a member of the Naval Committee. He is a smart crank, incompatible, uneasy, impracticable man who will create an infinite deal of

trouble if he does not have his own way. But I presume he will aspire higher than a membership of the Naval Committee *now*.—as he is a Brigadier, probably the Military Committee will be the round on which he will wish to roost. I have no word from my nephew John Grimes Walker except that he was sick when he reached New York from the Gulf. Has he reported for duty?

I have a letter from Du Pont speaking well generally of the Naval Legislation of last session.

Is such the general judgment? I have heard from no one else on the subject.

I am well and more pleased every day with the result of our Iowa election. We have carried the State by twice our usual majority and without the soldiers' vote. The President's proclamation reached me when I was in the midst of a speech in Buchanan County, I did not hesitate long, I assure you, to jump astride it and I rode it vigorously until the day of election. In every county in Iowa where it was discussed, explained and understood we greatly increased our majorities. It suited *our* people exactly & I have seen hundreds of Wisconsinans who tell me that it suits the people of that state as well.

Since election the leading men of the Democratic party of this state have thrown off all disguises & now denounce the war, the President & the supporters of both. Before election they professed to be war democrats.

I think I shall leave here for Washington about the 20th Nov. Mrs. G. will go with me. Regards to Mrs. Fox. Yours truly,

JAMES W. GRIMES.

[C. W. FIELD TO G. V. FOX]

"Scotia"

Atlantic Telegraph Company
22 Old Broad Street
London.

October 25th 1862.

My Dear Sir,

Mr. Scott Russell is in Paris, and Mr. Fairbairn has been absent from home, so I have not yet been able to see them, but I hope to see Mr. Fairbairn in Manchester on the 30th inst. and Mr. Scott Russell as soon as he returns to England.

I have seen Mr. Whitworth, and several persons connected with the English Army and Navy, and they all seem to agree with the opinions expressed in the enclosed article from the London Times of the 21st inst.

With this you have a printed copy of a letter from Messrs. Glass, Elliott & Co. in regard to a cable across the Atlantic, which I hope you will have time to examine carefully.

Messrs. Glass, Elliott & Co. will soon give an estimate for a cable along the coast of the United States.

It will give me pleasure, if I can be of service to you, or our country during my stay in Europe.

I remain, Very truly your friend

CYRUS W. FIELD.

Capt. G. V. Fox.
Assistant Secretary of the Navy,
Washington D. C.

[F. H. GREGORY TO G. V. FOX]

New York Oct 26th 1862.

Dear Captain

We closed up the last week here pretty well, but not altogether so satisfactorily as I had hoped to—some additional delay has taken place with the Weehaken boilers—on proving them it was found they leaked which of course had to be remedied—it is now reported for the last time I hope—that they are on the way. Every part of the work on that Vessel has been pushed to the utmost and great exertions will be made to bring all together in a short time. If the weather will admit the "Passaic" goes on a trial of her turret ports tomorrow & if all is right will go to the N. Yard and be completed in a few days— The "Sagamon" is to be launched at Chester tomorrow— I received a letter from Comdr Ammen stating that he was at Wilmington in "readiness" to take command of the Patapsco— I wrote him to know if he meant that as reporting to me for the purpose—if so, I would act upon it— I have not heard from him since—everything going from here for the "Patapsco" will be sent round next week and as soon as I can get the "Passaic" done up a little further I will see after the others. A number of officers have reported to me, they are all necessary, but the Commanders indispensably so. Has one been appointed to the "Nahant" yet?—her gun I believe has gone on and after they get it on board there will be short work with her. I cannot find out what is doing about ordnance stores for the Monitor—we could only squeeze out a half dozen shot or so for the big gun here.

The "Catskill" has got her boilers and will launch—Rowland says in two weeks' time.

From the Department order to "give" Mr Woods I supposed he would be ordered to report here for the purpose— Stimers thinks it was expected I would order him— Mr Woods has local duties in Philadelphia which must be provided for and that certainly I could not do without orders. It is very desirable to have Mr Woods here at once. The flapper, or side Wheelers begin to make a show, and must be looked after. Will you be pleased to set this matter right—or as you want it?

I am much obliged by your kind remembrances, the perusal of the old register carried me a long way back and brought to mind many reminiscences of old times and those who were then my companions in service. I can hardly realise that I have got to be such an old fellow but happily for me my age don't settle in my legs —as the tracks I make daily bear witness.

My sympathies have been a good deal exercised by one unfortunate friend—Comdr Barnett—he has been for a long time importuning me to apply for him as assistant in my duties and been the more urgent as some friend in Washington has told him if I would do so he would be sure of orders— I would willingly oblidge him if he could be of any service—which his wretched state entirely precludes—I should kill him in a week—he came to see me a few days since looking very miserably to tell me that he was improving very fast—without the greatest care and quietness I don't think he will live three months—but his mind is made up that unless he get with me, he will never get well—he is a good fellow and deserves a better fate and I should be glad if something can be done to ease him for I consider him a doomed man and if under such circumstances it

should be proper I will become his nurse—if you can find a way to give him a billet with me.

I have a real treat to day in a rainy Sunday my cap has been hanging all day on a peg—quite an unusual event—and I have felt as if I had nothing to do but alas! tomorrow is close at hand and I shall have to shoulder my burden again. Hoping you may live to enjoy all your exertions for the welfare of the country and see them everywhere crowned with success,

I remain Yr. Obg. frd & Sevt.

F. H. GREGORY

Capt G. V. Fox
Asst. Secy. Navy
Washington.

[H. B. ANTHONY TO G. V. FOX]

Providence
Oct. 27, '62

My Dear Fox,

Have you any word of hope for a doubting sinner? If it be the design of Divine Providence to save the country, it must be done by a miracle or by the navy. I see no other move.

Yours truly

H. B. ANTHONY

[MANTON MARBLE TO G. V. FOX]

"The World" Office,
No. 35 Park Row
New York, Oct. 27, 1862.

My Dear Sir,

I hear various rumors of the speedy starting of new & important Naval Expeditions. May I beg of you, if you can with propriety do so, to inform me, confidentially, of so much in regard to them, their destination & time of departure, as will enable me to send a correspondent along to chronicle their achievements, for the World.

You must have the constitution of a Rhinoceros to be able to endure so long the hard work of your most difficult position. I hope sincerely that you thrive under it as well as when I saw you last.

Faithfully Yours

G. V. Fox
Asst. Secy Navy Etc.

MANTON MARBLE.

[A. D. BACHE TO G. V. FOX]

West Cheshire, Conn^{t}
Oct. 28/62

My dear Sir,

Thank you for yours of 24th Oct.

I began the preparation of a minority report, as soon as I found that it was likely to be needed, and put it in three different forms adapted to different phases of opinion in the Board. When it was read it used to

stagger those who were least firm in the New London cause, but they would relapse speedily. They *accepted* it, so I suppose as to prevent changes after it left them, and from courtesy. I lost nothing from want of labour I can assure you, disagreeable as it was after I came to the conviction that the Leaguers were to be beaten.

There were two occasions when I thought we should triumph or divide the board equally. One was when Com. Van Brunt suggested that if the Navy Yard were for iron clads and iron vessels it would alter the case. Upon this I asked for instructions, hoping to get a boost from the Dept., and failing in this had the resolution passed making the Board responsible.

The second was when Com. Van Brunt found out from his own measurements, made in conjunction with me as a Com. of the Board, that the area of deep water at League Island was three times that at New London. It so staggered him, that I felt sure he would join the League. *But he did not.*

There is more of the history that I must give you when we meet, or before if you care for it.

Truly yours

Hon. G. V. Fox. A. D. BACHE.

[C. W. FIELD TO G. V. FOX]

Private.

"Europa."

Atlantic Telegraph Company
22 Old Broad Street
London.

Manchester October 30th 1862.

My Dear Sir,

I have this day had a very pleasant interview with Mr. Wm. Fairbairn, and he told me that their report to the English Government had been printed for the private use of the War and Navy Departments but was not for sale.

Mr. Fairbairn says that a *good* six inch Iron plate is equal to ten (10) one inch plates, and that Whitworth makes the best cannon in England.

Mr. Fairbairn's statements to me, were very much the same as those in the "Times" article that I sent you last week.

Mr. Fairbairn and Mr. Whitworth are both to dine at Mr. Pendus where I am staying to-morrow evening and if I obtain any further information that I think of value to you, will write you at once.

I remain, Very truly your friend

CYRUS W. FIELD.

Capt. G. V. Fox,
Assistant Secretary of the Navy
Washington, D. C.

[G. V. FOX TO G. B. UPTON]

Private

Washington
October 30th 1862.

Geo. B. Upton Esq[r]
Boston.

My dear Sir:

I have yours of the 18th inst. and the Paper with McKay's letter which is very interesting. In regard to the steamers you refer to, I may observe that the Department is buying and building and will probably so continue until the end comes. We do not find many fit for our purposes for want of speed. We cannot leave the home market; to do so would be to follow Semmes' path; nor can we blockade the coast of England, our people are not yet prepared for that. I trust the day will come.

Mr. Adams presented to the English Government the character of 290 up to the day of her sailing, and the Tuscarora which has long been watching for her was *forced* away. Your son did well to *turn back* from Fayal to Cadiz to notify the Tuscarora and Kearsarge. We will give him a new command when he gets in. We have sent vessels to all the Atlantic and West India Islands, Coast of Brazil and as far as the Cape of Good Hope.

As to wooden and iron bottoms advocated by McKay —you know he is in the timber business—he presented plans to the Navy Department which were examined by Commodores Smith, Paulding and Davis. His were rejected and the Ironsides, Galena and Monitor accepted. Since that time he has been exporting timber for the English Government and abusing the Navy

Department. He ridiculed the Monitor in a letter which was published near the time of her great success and now he says we are building too many of them, but if they give us Charleston and Savannah and Mobile and Wilmington the people will stand by us.

As to wooden and iron vessels it is an open question which I think must be solved by the invention of coppering the bottoms of iron vessels chemically.

Take for instance the Roanoke Frigate we give $500,000—for covering her with iron 4½ inches thick. In three years she will begin to rot above water. What are you going to do? Read all the English arguments upon this subject and see how they are forced into the use of iron. I wish it could be avoided but I trust and believe that the fouling of bottoms, a most serious difficulty, will be guarded against by the ingenuity of our people. All these matters I like to see discussed in the public papers as affording light and information, and though it seems to take the line of abuse we can easily throw that aside for the good seed developed.

How is J. M. Forbes? I never hear from him now though always valuing his letters most highly.

Very truly Yours

G. V. Fox.

[G. V. FOX TO EDW. G. FLYNN]

Unofficial

Navy Department
October 30—1862—

Mr. Edward G. Flynn,
130 Chatham St. N. Y.

Sir:

I have your note of the 24th inst. relative to your plan to rid the ocean of the rebel privateer "290."

The Department has published that it will give $500,000 for the capture and delivery to it of that vessel, or $300,000 if she is destroyed; the latter however to be contingent upon the approval of Congress. If you and your brother are in a position to carry out your plan and you have faith that it will succeed is not the above sufficient inducement for you to put it in practice?

The Department does not stipulate the plans to be used to accomplish this object, neither is it necessary that it should know what they are, therefore your proposal to be furnished with transportation to Washington to explain yours, is not accepted.

Very respectfully—

G. V. Fox.

[J. L. LARDNER TO G. V. FOX]

Flag Ship St. Lawrence,
Key West Nov. 1st, 1862.

Gustavus V. Fox Esqr.
Asst Secretary of the Navy
My dear Sir.

Your kind and cordial letter of the 9th of September found me on my back with the yellow fever, and I am only to day able to thank you for it, tho still in the doctor's hands.

The fever I am happy to say has ceased in this ship and in the squadron, and it is believed in Key West also.— the weather has greatly improved with change of season, and has been cool & favorable for some time past.

Your suggestion of removing to Tortugas had been thought of seriously, but it would have deprived us of the great advantage of the Marine hospital which en-

abled us, in a measure, to separate the sick from the well, besides, we had during the most trying period of the time, but one Medical Officer for both Flag Ship and hospital.

This attack I am sorry to say has left me so much enfeebled in health as to induce me to ask for a relief, but I beg you will consult the convenience of the Department alone in the matter.

I am with the greatest respect

Very truly Yours

J. L. LARDNER.

[B. F. BUTLER TO G. V. FOX]

Headquarters Department of the Gulf,
New Orleans, November 2d 1862.

My Dear Fox—

That I have not written you more frequently has been because I have had nothing to say that a man as busy as you are ought to take time to listen to.

I now hear however, that there are some representations going forward to your Department tending to cause Admiral Farragut to be relieved. That he is to be represented as old and forgetful, and therefore incompetent to his Command. I have heard this, I say, but not from him, or his friends, and I am now writing without the knowledge of one of them, and therefore speak freely to you. Farragut for all matters of business and energetic action is the *youngest man in his fleet.* And I can say that I have never seen a more conscientious and patriotic discharge of duty in any officer.

That he has not taken Mobile has not been his fault but my misfortune as he has been ready this month and waiting for me to get troops to cooperate with him.

Unless he desires to be relieved, which indeed I do not know, I desire to say that I think such action would be unjust to a gallant and meritorious officer.

As to any supposed loss of faculties I must say, that I have been very much with him and I have never heard of it before nor have I ever observed it.

Now, this you will say is all none of my business and indeed my friend considering the hereditary disagreement between the Commanders of Joint Naval and Army expeditions it is not but I am not inclined to see any wrong done to a brave man when I can aid him.

Please give my best regards to Mrs. Fox. Ask her if she will think the enclosed worthy of a place in her album and believe me yours truly,

BENJ. F. BUTLER

Capt. G. V. Fox
Asst Sec. of the Navy

[A. D. BACHE TO G. V. FOX]

Pr.

West Cheshire, Conn.
Nov. 3, 1862

My dear Sir,

I am glad to hear from Mr. Horn who joined me this afternoon, that you have recovered so as to be in New York.

Whatever work I can do to promote your views in regard to League Island I shall be most happy to do. I never felt more sure of a practical or scientific position than of this. *Unapproachable even by iron clads!*

Mr. Horn has truly done his part well and shall not lose thereby, good fellow!

Truly Yours

Hon. G. V. Fox. A. D. BACHE

[H. K. THATCHER TO G. V. FOX]

Private

U.S. Sloop Constellation
Gulf of Spezia,
Nov^br 3^d 1862.

My dear Sir,

I commence with an apology for trespassing upon your time which I know must be fully occupied with the onerous and important duties of your office & therefore I beg you to excuse me for claiming one moment of it, to peruse a private letter which after all is of but little moment in its purport in comparison with your duties in crushing the Hydra headed monster which now threatens us at home.

I have just reached here from a cruise in the Archipelago along the coasts of Syria, showing the flag off Tyre and Sidon, and from thence to the Gulf of Iskanderun or Alexandretta, having twice anchored at Beirut, where 100 American citizens are now residing, including the children of the Missionaries & I am confident that our visit to those waters has been productive of much good and has raised us in the estimation of the wild and lawless people who abound along these coasts (*i.e.*, taught them to respect us.) I took care to treat all the ruling Pachas with whom we came in contact with great attention & respect, giving them the salutes due to their position and they invariably left the ship with the most friendly feeling for the Stars & Stripes.

The murderer condemned to death at Adama for the Assassination of Mr. Coffin a Missionary from Ohio, was beheaded at 11:30 A.M. Sept 25 in presence of 5000 spectators. This was the day on which I sailed

from the Bay of Ayas (Iskandarum) and I have subsequently learned that the execution was hastened by the presence of the Constellation. They were evidently in great terror at the presence of a man of War.

I am convinced that the services of a small steamer here would be of infinite value to our interests, as she could show herself from point to point with rapidity at all seasons of the year, regardless of the prevailing calms of summer and making the winter runs between

Although this ship sails well, it required even at this season of the year 13 days to make the passage from Beirut to Messina.

It has been my aim since I crossed the Atlantic to show the flag in as many Commercial points where we have interests as possible, and with this in view have kept the ship constantly in motion, and although at sea nearly 100 days of the short time out—we have been enabled to visit 14 different ports, some of them twice, and to display the flag before many ports where I did not anchor.

If the Department would allow me one steamer of light draft, fitted with sails to economize fuel, I could accomplish much— I would not in the present emergency for vessels of that description at home, presume to ask for more now though there is sufficient work for a respectable sized squadron of steamers and I am frequently applied to by consuls for the presence of a man of War at their Consulates, and have myself complied with the most important of them.

A recent Telegram from Mr. Sprague informs me that all is quiet at Gibraltar, the Tuscarora, Kearsarge and St. Louis cruising near the Azores for privateers— and the "Release" watching the Sumpter.

I remain here only long enough to provision and hold some surveys called for by the Actg Storekeeper, and

after a short cruise, go to Genoa, as it is the best place to caulk, and make sails, which we require. Also to break out, cleanse and restow the hold.

I am very glad that the worthy Col. Long is about to be reestablished as storekeeper. Although he is from N. Carolina I believe him to be a strong Union man, more so than many Northern men whom I have met on this side the Atlantic and I regret to say that many Americans temporarily residing out here are disunion men and women.

I feel a considerable degree of national pride in wishing our force here to be increased for other reasons than those I have named, for the prevailing opinion here, evidently is, that our country is not sufficiently strong to admit of withdrawing another vessel from the blockade. But the paramount object is that of the efficient protection of our commerce and citizens who are engaged in commercial pursuits and to be prepared, should any rebel cruisers venture into the Mediterranean.

I shall report to the Hon^ble^ the Secretary of the Navy from Genoa.

I am with high regard and respect Yr. obt. Sert

H. K. THATCHER
Comdr U. S. N.

Gustavus Fox Esquire
Ass. Sec. of the Navy
Washington, D. C.

[S. C. ROWAN TO G. V. FOX]

Unofficial.

Navy Yard, N. Y.
Nov. 5, 1862

My dear Mr. Fox

I am informed by a person just from Key West, that, Admiral Lardner will not be able to retain the command of his squadron in consequence of his bad health.

Will you not honor me with the command in case the report is true?

Very truly yours,

S. C. ROWAN

Honble G. V. Fox
Secy Navy
Washington

[T. TURNER TO G. V. FOX]

Private

Frigate "New Ironsides"
Newport News
Nov. 6, 1862

My dear Sir—

I have written to day to "Admiral Lee" a letter which I have requested him to furnish a copy of to the Dept—on the subject of the risk attending a change of my battery at this anchorage. Whilst there are apprehensions of an attack of the enemy at this time— All the reasons against it, you will see in that communication, as I have stated them— He sent me a copy of a

despatch last evening from "Genl Dix" containing intelligence from Richmond that they were preparing to come out probably—that despatch I suppose the Admiral has also sent to the Dept. I do not wish to be thought an alarmist or caviling at or objecting to anything. It is not my nature. I am here to do anything, and to do it promptly, that I am ordered, and with alacrity & pleasure—but I am of opinion that these fellows in Richmond are meditating mischief—and the consequences of *any* disaster are too grave to leave anything undone or to do anything that may jeopard our success. If they are pushed by McClellan as I hope they will be—and Richmond is threatened, of course they must look out for their Iron clads & fleet—and no doubt if they could make a successful raid down here it would be of momentous advantage to them. I do not know what their force is—it is so variously estimated, but I think they are going to throw their whole fortune upon the single card of striking a severe blow here. All this may be imagination—but these rumors we have had here several times lately seem to betoken something and they are extremely mean and quiet up there just now which looks ominous.

I have written to Captn Dahlgren—enumerating all the difficulties—which letter I should like you to see—beside one to the Dept— If we had had a little larger force here I would have said nothing—but the Galena I think is not enough to help me if I am in any way hampered by heavy work going on on board at such a time. I don't wish to be caught napping. I have written this because, my feelings are not so easily explained in an official letter.

Truly yours,

T. TURNER.

[G. V. FOX TO W. H. ASPINWALL]

Private.

Navy Department
November 8th 1862.

My Dear Sir:

I have your note of the 29th ult. and will keep the name of your Nephew before me. Another class is formed in February and the Secretary will make no further appointments for a couple of months. I shall not forget the matter which was open when you were here.

I made a trip down the bay *one day* in the Passaic. I find that is all I can spare. You must leave to me the anticipation of pleasure in a day at Rockwood.

Very truly yours,
G. V. Fox

Wm. H. Aspinwall Esq.
New York City

[G. V. FOX TO G. S. BLAKE]

Private.

Navy Department
November 8th 1862

Dear Sir:

I have your several notes. I believe we are up with all your wishes except the regulations. The Secretary is writing you a letter upon the subject of examinations. It is briefly this: not to be but one examination, that to be continued along from day to day, so that if the boy

suffers from embarrassment, the board may certainly distinguish whether the deficiency arises from other causes than ignorance. Quickness of parts may exist and yet a boy fail in such a branch as spelling. Once rejected the door to be closed. The importance of this subject cannot be estimated yet at the Academy because the pressure of friends has fallen upon the Department, and our anxiety is only that the action of the board may be beyond controversy, saving you all not only from a world of controversy and odium, but from any possible question as to the soundness of action. Bear in mind that the Secretary does not wish to keep in the slack and delinquent, he only desires that the record shall be so clear that it presents an unanswerable face. After the preliminary examination we ought to have the severest training, both mental and physical that the boy is capable of, and it is gratifying to feel and know that you are doing this no matter how many heads are falling into the basket. Heap is sick, who so faithfully attends to your matters, but if anything is left undone please write me a note, and as your views must be of the greatest importance write them freely with all your wants and wishes and I promise you all my aid to strengthen you in the responsible trust imposed upon you.

Very truly yours,

G. V. Fox.

Commo. Geo. S. Blake,
Sup't Naval Academy,
Newport R. I.

[S. C. ROWAN TO G. V. FOX]

Unofficial

Navy Yard, Phila
Nov. 8th, 1862

My dear Mr Fox

I understand Mr. Ericsson refuses to enlarge the port holes in the Turrets of the Roanoke to allow the 15 inch guns to enter.

I would respectfully suggest the propriety of cutting the ports on opposite sides. By this arrangement the ports can be enlarged without weakening the turret. The tower can be revolved on the object by the time the smoke of the opposite gun has sufficiently cleared to deliver the fire of the other gun.

Very truly,

G. V. Fox Esq. S. C. ROWAN

[WM. G. TEMPLE TO G. V. FOX]

U. S. GunBoat Pembina
Pensacola, Nov. 9, '62.

My dear Fox,

During the passage out here, I was so impressed by the lively antics of this little craft,—rolling bottom-sides-up without the smallest provocation, & then unexpectedly coming back again merely out of caprice,—setting at defiance all the laws of gravity or decorum,—& making us all swear awfully;—that I determined, so soon as we should get into smooth water, to suggest to

the Department, a change of name that should be expressive of her peculiar qualities— At the same time, mindful of the excellent plan of giving only Indian names, I chose for her that of Walla-Walla; but on mentioning it to the fellows out here, my proposition was received with such violent counter-claims, in behalf of their own vessels, that I had to abandon it as a specific measure, & would suggest that the name be adopted as a generic term, in place of & signifying "gunboats,"—as, for examples, the U. S. Walla-walla Pembina— But I have still a proposition to make with regard to this name "Pembina"— As it is now spelt, people pronounce it Pem-bean-er, with the accent heavy on the "bean" which is all wrong—it is really an Indian name, & belongs to the same class with Mackinaw, Saginaw, Arkansaw & others of like termination; & in Minnesota—where the name occurs it is pronounced *Pem*binaw,—accent on the first syllable,—but the final "w" has been accidentally left off, & I propose to restore it & with it the true pronunciation— "And your petitioner will ever pray."

Faithfully yours,

WM. G. TEMPLE.

[F. ENGLE TO G. V. FOX]

Very Private

U. S. Naval Asylum
Nov. 11th 1862

My dear Sir,

Thinking that the Hon. Secretary and yourself who are so deeply engaged in the serious affairs of our Coun-

try might have time to be amused as well as to know those who trouble themselves about our business I forwd you the enclosed.

I met Hardwicke at Spezzia & Genoa, at the latter place the Sardinian Rebellion was in Active Operation. Forts were firing on each other and they said 20 thousand troops were engaged on shore. Our ship was struck four times but I thought I could stand it as long as the Vengeance, one shot from the Forts struck an English Coal Vessel, I heard it strike. My shot plugs were on deck, on looking around I saw the water bubbling up and instantly manned my Boats sent them and followed myself, plugged her up before the Vengeance manned her boats. This fact got out and pleased the Captains of the English fleet of the Mediterranean Station, for Hardwicke let it be known that he came out to review the discipline of the Royal Navy.

Hardwicke before he received his title was Captain Yorke and said to have been a thorough tyrant. He is a fine looking man but an aristocrat of the first order. He did many foolish things at Genoa, and made a speech at a Rebel meeting commencing with "I inform you that I am no Common man," "I own a whole county in England" &c &c. I felt disgusted with the man and wrote the within letter, showed it Purser Welsh, who showed it to Genl Avezanna and to my surprise He published it. It alarmed Hardwicke very much, He came alongside of my ship and asked me to go on board with him to see it, after reading said I, It is a spirited thing but I guess he will not fire on you. He replied quickly "they have now 60 guns trained on me from the Hills"—then said I *you are gone*— He asked me if I would tow him out, I said I would and left his ship, they were at Quarters and every Officer a Spy Glass in hand, after I got on board the Princeton, two

French Captains came alongside with long faces, You see that Hardwicke has gotten himself in trouble, Yes said I, what do you intend to do Capitan? He wants us to tow him out, I do not know what will you do? They were much concerned and said that the English were always getting themselves in difficulty and then wanted to get them in too. I kept them in suspense for some time, at last said I, *I will tow him out,* and will start my fires at 4 P.M. The Frenchmen said the Forts will fire on you, then said I let them fire— At 4 the smoke rolled out of my pipe and the Frenchmen followed, but Avezanna *did not fire.* This letter made him Secy of War at Rome by Mazzini the President, It was Published and re-published by [Galignani].

I could tell you much more about it but long letters don't suit me, and I know *you* have no time for nonsense —I showed it to President Pierce when he was with me in the Wabash— As the letter was translated and published in Italian and then re-translated into English I beg you not to place the inaccuracies to my account.

Very truly your friend

F. ENGLE

Hon G. V. Fox
Asst. Secy of the Navy
(Please return it)

[Clipping Enclosed in Letter]

Lord Hardwicke's Speech for Davis.

[From the London Times, Oct. 17.]

On Wednesday evening the Mayor of Southampton gave a sumptuous dinner to Viscount Palmerston and a numerous company to celebrate the inauguration of the Hertley Institution.

The Earl of Hardwicke returning thanks for the House of Lords, said he had been much interested, as he had no doubt all in that room had been, by the late exhibitions of one (Mr. Gladstone) of her Majesty's Ministers in the North. [Hear.] He had read the speeches delivered by the right honorable gentleman with great attention, and he saw in them undoubtedly a very laudable desire to be extremely popular with the inhabitants of the towns. There was one expression used for which he thanked that right honorable gentleman. That expression was this: That Mr. Jefferson Davis had made a nation. [Cheers.] All he would say with reference to that nation was, God speed them. [Cheers.] The question at issue was not that of slavery, but of the despotism of the North.

[G. S. BLAKE TO G. V. FOX]

Nav Acady
Newport 11th Nov/62

My Dear Sir,

I am much obliged for your note of the 8th, and am particularly glad to get the letter of the Department, which accompanies the regulations.

I regret that I did not send the estimates sooner. They have been ready for some time, but as I was not called upon for them as usual I thought it possible that there might be some measure in contemplation in regard to the school which would affect them and therefore did not send them. I think we are getting along very well. We take a cruise in the Bay in the "Marion" every Saturday when the weather suits, and are stripping the "John Adams" by degrees. I think we shall hoist

her foremast and bowsprit out. By the time the regular cruising season arrives she will be all ready again. You will understand that the work is all *performed* by the youths, and such instruction can never be forgotten.

These little ships are invaluable to us.

Believe me, very respectfully & truly Yrs

G. S. BLAKE

G. V. Fox Esq.
Assist Secty of the Navy

P. S. In my letter accompanying the application of the youths of the 1st and 2d classes asking a change of the regulations in regard to tobacco I have been rather more emphatic perhaps than necessary. But I have heard that some of the fathers of these youths have actually asked the Dept to change the regulation,—most inconsiderately as I think. In replying I should be glad if the Dept would be a little emphatic.

G. S. B.

[G. V. FOX TO D. McLEAN]

Private.

Navy Department
November 15, 1862.

My dear Sir:

I have yours of the 5th inst. relative to the Alabama.

A steamer had already been dispatched to the point indicated as well as to the Cape de Verds, St. Helena, Newfoundland and other places. The uncertainty as to her movements forces us to spread over so much ground as to lessen very much the chances of her capture. It is our weak point, long dreaded and difficult to guard against where a great nation like England

lends her aid to our enemies. The Tuscarora was sent to England to watch this vessel but the English Government forced her away. Wilkes was also sent into the West Indies principally to guard against her approach to those waters.

We should find no difficulty in disposing of the rebels on land and sea were it not for the aid and comfort of John Bull.

Very truly yours,

G. V. Fox.

Duncan McLean, Esq.,
Traveller Officer
Boston, Mass.

[G. V. FOX TO GEORGE A. COFFEY]

Unofficial

Navy Department
November 15—1862

Geo. A. Coffey
U. S. Attorney, Philadelphia.

Dear Sir:

I do not think Mr. Flanders has given you a correct impression with regard to my views of your sales. There was a case happened with regard to a certain cargo, not yet fully explained who was culpable in the matter, which created an uneasy feeling with regard to the disposal of condemned cargoes in your port. The sale however was set aside and no complaint urged relative to the subsequent sale. As to the prices in the case of other cargoes I am not informed that there are any just grounds for believing that they are below New York prices. I do know that in the matter of prize

cases Philadelphia is far ahead of New York and every other Port, in promptness and completeness of the duties devolved upon all parties concerned.

Very respectfully—
G. V. Fox

[H. W. HALLECK TO G. V. FOX]

Head-Quarters of the Army.
Washington Nov 15th 1862

Asst Secty Fox
Navy Dept.
Dear Sir

By what day will Rear Admiral Porter be ready to operate down the river on Vicksburg, & with how many gun-boats?

Yours truly
H. W. Halleck
Genl in Chf

[S. C. ROWAN TO G. V. FOX]

Fort Wayne, Indiana.
November 16th 1862

My dear Mr. Fox.

Agreeably to your suggestion I write this informal note to inform you that I am ready for service. If you purpose ordering me to command the Roanoke the sooner the better— I think I can be of service in fitting out that ship— I suggested bridges between the turrets which Constructor Delano approves of—

There are other difficulties about the mode of working the anchors which I should like to attend to. If you do not order me immediately, won't you do me the favor to drop me a note to relieve me from suspense?

Very truly yours,

S. C. ROWAN.

G. V. Fox, Esq
Navy Dept
Washington

[P. DRAYTON TO G. V. FOX]

Navy Yard New York
Novr 16 1862

Dear Sir

Although not called on to make an official report of the practice made yesterday to test Mr. Ericssons contrivance for overcoming the shock from a discharge of the gun inside of the turret, you would perhaps like to learn how the matter appeared to me. The gun cannot be considered of course as actually fired inside of the turret, but into a chamber of wrought iron enclosing completely the muzzle and which was put together very strongly of half inch iron. This I never thought strong enough to withstand the tremendous lateral escape of gas from the mouth of a large gun, but Mr. Ericssons experience as an artillery officer, seems to have led him very much to undervalue this force, about which we have differed from the first, and certainly the experience of yesterday proved me to be in the right. I will now give you the practice.

1st fire. Cartridge 20 lbs of cannon powder, and shell weighing 330 lbs. Concussion slight, smoke quite

bearable, 2 bolts knocked off, which were at once replaced.

2d fire. 35 lbs cannon powder, Shell 330 lbs, concussion and smoke quite bearable, about six bolts broken off, recoil three feet.

3d fire. 35 lbs cannon pr Shell 330 lbs concussion and smoke as before, about the same number of bolts broken off, recoil the same.

4 fire. 35 lbs of powder and Shot of 450 lbs, on this occasion to try it thoroughly the piece that had been screwed on the muzzle was taken off. The effects were about as before, except that the chamber was so completely stripped of bolts that another discharge must have brought it down, when the firing ceased.

The opinion which I have formed from the above is, that the gun can be fired with comparative safety not in the turret but into a chamber attached to it if this chamber is made a great deal stronger than the one put up for the trial. To do this however must be sacrificed first facility of sighting and then loading, and also a little inconvenience from the guns being so far in when fired, and occupying so much of the turret room at all times. There is of course a very great advantage gained from not enlarging the port, whether this more than compensates for other disadvantages, can be very soon decided when the vessel has a little real service, and the enlarging of the porthole can be done I suppose anywhere afterwards if found necessary, which can not be said of the closing it up.

The reports in the papers are as usual ridiculous, and untrue. Neither myself or the other officers ever said more than that Mr. Ericsson could not fire the gun as was done the day that you were on board, and I ex-

pressed to him very decidedly a favourable opinion of his plan tried yesterday, if made strong enough to stand the blast, which it must be able to do with the muzzle piece off, as it will not do to depend on this always remaining in place. The gun was fired yesterday level, the slide which is to be adopted for elevating not being ready. Whether this will introduce any new disturbing element remains to be seen, as it is impossible to decide any of these questions without actually having a trial under the exact circumstances of probable use. So far we have I think learned positively that the gun cannot be fired in such a chamber as the one made for it on yesterdays trial, even when level, in which position the blast is very much less than in any other. In view of the various delays that have occurred and that may still occur I am inclined to believe that for this vessel at least it would have been better to have bored out the port at once, and to have instituted a series of experiments in some structure representing a turret, for the benefit of the others, from what I can see however I am quite sure that leaving out the question of the gun the Passaic would not have been ready in other respects for service at this time. The steering apparatus broke twice or three times yesterday, and was decided not to be strong enough in places, which might have been rather serious at sea. I can well understand that all of these delays are most annoying to you, but they can scarcely be more so than to myself, as I am most anxious to get away.

I am very Respy Your Obdt Servt

P. DRAYTON

Asst Secretary
G. V. Fox
Washington

[JOHN A. KASSON TO G. V. FOX]

256 F. St.
Nov 16th [1862]

Dear Fox:

Read this Sunday reflection— You may have anticipated it, or it may be of no value.

Why not send a secret agent via England to Japan, there to buy a small swift steamer nominally to run the blockade. Load her with stores which they want in the South, but not of much military value. He will work in the rebel interest, get their English and Japan plans & secrets. Running out so as to be overhauled by Wilkes, the agent will produce simulated papers for a loyal port, which will be permitted to pass Wilkes, he at the same time communicating all his information to him. He will run to Charleston or elsewhere (as directed) sell his cargo, passing the blockaders by a private signal, & with a chase if necessary. Then he will again get all possible information; passing out in like manner, & communicating his information to Wilkes, either in running into Nassau or after getting there, by a bona fide outward bound vessel.

If the plan is feasible,—and it looks so to a landsman—you could fill up details.

It appears to me that much valuable information could thus be obtained, not only useful to the Navy, but invaluable for military operations on shore.

Yours truly

Capt. Fox

JOHN A. KASSON
(Sunday)

[G. V. FOX TO CHARLES P. CLARK]

Private

Navy Department
November 17th 1862.

My dear Sir:

Though you did not convince me that your "290" project was the best I am thoroughly satisfied now and pleased not only with your zeal and devotion to the cause, but your intelligence and bearing made an impression upon me. I think you will do more than your duty in an emergency, and if you will indicate any vessel to which you would like to be attached, I will ask the Secretary to order you. For solid substantial work, the greatest experiment of the age, the result of which will overturn all preconceived ideas of attack and defence and place the Navy on a permanent footing of preeminence, I advise you to ask orders to one of the new Monitors.

Yours very truly

G. V. Fox

Ensign Chas P. Clark U. S. N.
U. S. S. "Macedonian"
Navy Yard
Boston Mass.

[THEODORUS BAILEY TO G. V. FOX]

Personal

No. 57 East 23d St.
N. Y. Nov. 17, 1862.

My dear Fox,

I presume that I am largely indebted to you for the gratifying orders which I have received and return you my sincere thanks.

I take advantage of the detention I am subject to in waiting for a passage, to request that you will cause me to be furnished with a list of vessels of my squadron, plans of the harbours, rivers and military works which the enemy may have erected within the district of coast embraced in the command, so far as the department have received intelligence and any private suggestions which may occur to you in reference to the operations of the squadron and its efficiency so that I may arrive out with some little knowledge of what is to be done.

Judge Smalley (of the U S Courts) has written to me requesting that his son, Master's Mate Jacob M. Smalley, a young gentleman who has seen considerable sea service and was on the Iroquois at Vicksburg and Baton Rouge, who has filed his application for the situation of Acting Master may be assigned to my command. It would be very agreeable to me to comply with his wishes if you see fit to give him the promotion he applied for and orders to report to me.

Will you oblige me by sending me Admiral Farragut's official report of the operations against New Orleans published in documentary form by Congress, which I have not seen? In case Farragut is making a

big strike at Mobile or any other points where there is likely to be work would it be in order for me to lend him a neighborly cooperation again with such force as I could spare from my own command?

With many thanks &c I remain

Ever truly yours,

THEODORUS BAILEY

Hon'ble G. V. Fox
&c &c &c

[G. V. FOX TO B. F. BUTLER]

Private

Navy Department
November 17—1862

My Dear General,

I have your letter of Nov. 2d and its enclosure for Mrs. F. of the cart de visite of the General commanding the Department of the Gulf. She thanks you for the remembrance which will be more valuable than the purchased one occupying a place in her album. I also received your letter about raising the wrecks in the lower Mississippi and delayed answering it to ascertain if certain parties who contracted to raise the Varuna were going to comply with their contract. I am satisfied that they are not and therefore the question of raising that vessel is open unless the Father of Waters has closed it. With regard to some of the other vessels there are two owners. Take for example the ram "Manassas," owned mostly by parties in Boston, seized, enlarged, fitted and sailed by the rebels and sunk by Smith. If she is raised, who takes her? I know of no person in the country so competent to handle these ques-

tions as the General in whose Department they are buried, and therefore advise you to contract on the spot for the saving of this property. If after raising, any, especially the "Varuna," can be used for naval purposes, Government ought to have the right to take them by open sale or some other fair reasonable method. The Secretary of the Navy is of the opinion that you ought to take measures to save as much as possible of this property to the Government. It cannot be done by contract here as parties competent to undertake it are entirely ignorant of the surroundings. I am very glad to find that the complaints against your administration have been dissipated by the vigor and success of your government, civil and military. Lee fought your battles frankly and manfully, commencing at a dinner at Fort Monroe given by Gen[l] Dix to Reverdy Johnson, and his New Orleans friends. Lee being a Southern man gave weight to his opinions. I hear not a word now except "looting" as the English call it, an amusement that all soldiers indulge in. The rebels in Maryland and Kentucky took everything they wanted and in return,—the refinement of abstinence—offered Confederate scrip in payment, besides all kinds of brown paper shinplasters. I think McClernand will be down your way near the last of December and if you and Farragut can open the Mississippi as far as Red River and block that leaky place, we shall be able with our Mississippi squadron to keep that big river open to commerce and New Orleans will rise from its lethargy. My opinion is that neither you nor Farragut have a sufficient force to attack Mobile and I have so written to him. We shall be along that way with iron clads during the winter and then make short work of it. You ought to have and will shortly more troops as the occupation of Texas and most particularly the Rio Grande

is imperative. Every vessel we seize there is released by the Courts and the enormous trade carried on can only be turned into legitimate channels by military occupation up the river. I have begged for troops for this object. In military matters here we are quiet but expectant. The luxurious Army of the Potomac, petted to bursting, is no match in celerity of movement to the famished freezing soldiers of Lee. Legs win more battles than fighting. At Bull Run one of our soldiers was found dead with seventeen pounds of Congressional documents in his knapsack.

Whence did you surmise that Farragut was to be relieved? We never heard the rumor here. The hero of that unequalled dash, despising the great obstacles, gave us victory, glory and New Orleans, is not to be forgotten or removed except at his own pleasure, and probably not even then. If he is with you I beg that you will assure him that we never heard of any such rumor this way.

Wishing you every success, my dear General, in your arduous position, I remain,

Truly your friend,

G. V. Fox

Maj. Gen[l] B. F. Butler,
Comd't Department of Gulf,
New Orleans, La.

[R. B. MINTURN TO G. V. FOX]

New York Nov. 19, 1862.

My Dear Sir;

I am just now informed that you have had the kindness to promote my Nephew H. Walter Grinnell, to be an "Acting Ensign" in the Navy—

I beg you to accept my thanks for this renewed instance of your consideration, and the family of Mr. Grinnell feel themselves under the greatest obligations to you—

Altho' it is probably already known to you, I will mention that I have advice from one of the most reputable Commercial houses in Liverpool, that *three* Steamers are being built on the Mersey, for the Confederate Government, which it is supposed, are intended to operate in the China Seas—

Believe me Very faithfully yours

ROBT. B. MINTURN.

Honble. G. V. Fox.

[F. H. GREGORY TO G. V. FOX]

Private

New York Nov. 19" 1862.

Dear Sir.

Although the weather has been adverse (raining) the stores and coal have been put on board the Passaic in a great measure, the Engineers at work, fixing the turret, a large number were at work all night and it is now promised that all their work will be completed tomorrow, if so there will be not much else to prevent the Vessel from getting off, but not before Saturday, The hue & cry of old fogies in service may have been all right, but if I am not mistaken there are some young ones which is worse, of which I will tell you all about at some future time. I shall trample down all difficulties—objections and prudencies—and get that Vessel off if it can be done. I have some protests in hand which I shall reserve for consideration after she has

gone, for I am sure you do not want to hear them now.

There must be risk and dangers encountered at sea, always in any and every Vessel and every one thus exposed should be ready to meet them, but there are those, the young fogies, who are not willing to do so, unless their safety is provided for, beyond all hazards. Tomorrow I will inform you further.

Your tired friend

Capt. G. V. Fox
Asst. Sec. Navy
Washington.

F. H. GREGORY

[A. D. BACHE TO G. V. FOX]

Private

Capitol Hill
Nov. 20, 1862

My dear Sir,

I beg to return you my best thanks for your appointment of my kinsman Albert D. Bache of which Patterson brought me word yesterday. He is one of the kind of men you like to encourage and will serve well.

Yours truly

Hon. G. V. Fox.

A. D. BACHE.

Do you know that I felt how utterly I had failed to express the intense gratification of your communication in regard to League Island! It is a grand result due to your perseverance in the right.

[G. V. FOX TO H. W. HALLECK]

Navy Department
November 21, 1862.

Sir:

I transmit, herewith, a note just received from the Quarter-Master General and request to be informed if you desire the Navy to open the Rappahannock river to Fredericksburg, also whether the heights below Fredericksburg are occupied by our troops— Be pleased to return the enclosed note with your reply.

Very respectfully,—
G. V. Fox.

Maj. Gen'l H. W. Halleck,
Commander-in-Chief,
U. S. Army.

[F. H. GREGORY TO G. V. FOX]

New York, Nov. 21, 1862.

Dear Sir.

Mr Ericsson has completed his arrangements for the turrets of the Passaic and a test will be made tomorrow morning, which I have no doubt will be satisfactory, and conclusive on the subject, after which the Vessel will be taken to the Navy Yard receive her crew and ordnance Stores and wind her way to glory—I hope— I wish I had the chance to realise it. The weather for the last three days has been very bad, almost incessant rain. It has taken three days longer to complete Mr Ericssons designs than he anticipated, that matter

I could not control, every thing else has been done in time. Stimers tells me that he had informed you I was getting some what over done, though he rides and I walk, I have kept pace with him so far.

Yours Truly

Capt. G. V. Fox
Etc, Etc,

F. H. GREGORY

[O. G. HALSTED TO G. V. FOX]

Private & Confidential.

Newark, N. J.
Nov. 23d, 1862.

Capt. Fox,
Asst Sec. of Navy,
Dr. Sir:

I came to New York on Saturday and spent some time in ascertaining what large sea steamers were in Port, and how they were situated, with a view of seeing which were best adapted to the purpose of which we spoke, and easiest made available. The Baltic is not here—the Fulton is being overhauled, and from all accounts, can be adapted sooner than any other, with the exception of the Illinois. The Catawba, Empire City and North Star, are also at the wharves. The four last named are engaged for the Banks Expedition. By examination, and common consent, the Illinois is the best steamer now in reach. Can be prepared quicker and at less cost and in my judgment should be secured.

She is now in the employ of the War Department & partly loaded, but could, as was the case when she went to Hampton Roads, be readily transferred to the

Navy, as Asst. Sec. Tucker told me he would cheerfully transfer any steamer in the employ of the War Dept. & supply its place, if one or more should be needed by the Navy Dept. The Commercial & business men are watching with great interest & anxiety every move made to guard against the depredations of the Alabama and similar craft, and prevent the constant running of the Blockade. They regard the heavy sea going steamers, combining weight, strength and speed, with the power to carry a few heavy guns, large quantities of coal, and stay at sea the longest possible time, as superior to all others for such purposes. They are much pleased with the transfer of the Connecticut, Rhode Island as Pioneers, & as indicating a movement in the right direction, and are unbounded in their praise of the preparation & departure of the Vanderbilt.

Unfortunately for the Navy Dept. The President & *Comdr,* alone get credit on her account.

A half dozen steamers of the class indicated, properly prepared, would be of more service, located at certain points,—say one off New York, Boston, Philadelphia, Nassau—& the others on the track with the Vanderbilt, than a fleet of such vessels as are now engaged. The issues at stake are so enormous that no risks should be run that can possibly be avoided, & no efforts spared to guard against any possible contingency, as well as to allay public excitement and fears.

I deem it my duty, & shall be frank to say, Captain, that the general criticism by those who should be judges in such matters is adverse to the Navy Dept. as a fair representation of the energy & promptness of this *fast* Yankee nation.

The slowness and uncertainty with which it moves—the apparent want of foresight & forethought & the unwillingness to believe in coming dangers from Rebel

sources & promptly prepare to avoid or meet them, as illustrated in the cases, of the Merrimac, & Nashville, & Sumpter and Orieto, &c &c, are freely discussed and commented on.

It is alleged that not a Steamer or Gun Boat has as yet been *built* by the Dept. that has come up to the requirements, or combines size and speed enough to be of any avail against the movements of the Rebels now going on, or threatened. It is claimed that most of the class of steamers above referred to, should have been the property of the Govt. long since, & that many would have been more than paid for, by the amounts received under Govt. charters. That they could be bought and paid for with one half the money they originally cost, or the Govt. could replace them for, & could be fitted & ready for service in one quarter of the time required to build vessels much smaller.

Now Captain you are regarded as the active man of the Dept, and that anything requiring quick movement and prompt action must come through you. For your own credit, & the sake of the Country, the Administration & your Dept. show your promptness in this matter.

Although I have interested myself in this matter, and have my personal pride involved as well as my disposition to see what I deem the right thing done at the right time, you will reap the credit & protect your Secty, & the Govt. against any casualty, as having done all in your power to be prepared, in advance for any contingency.

If I remember right Roberts stated in his letter, left at the Dept. that the price of the Illinois if taken at once, was *$300,000*—the same she was offered for when she went to Fortress Monroe, though such steamers are scarcer now, & have gone up in price, the Constitution, Queen, America & others having been drawn off,—she

should not be allowed to leave the wharf, but taken *at once.* If anything is done in reference to her, judging from the way they are loading up, it should be on Monday or Tuesday.

The other purchases could follow more at leisure. You may depend this would be a big spoke in your wheel & give general satisfaction all round. I shall see you on my return about the middle of the week.

Your obt servt

O. G. HALSTED, JR.

N. B. As the *President* is always prompt, & "well up," "as straight as a gun barrel," understands me fully, and as I have reason to know favors this project, I have no objection to your showing this to him, if you need his direct endorsement, as I am satisfied he will give it to any extent required.

O. G. H. JR.

[G. V. FOX TO JOS. S. FAY]

Private

Navy Department
November 25th 1862.

Joseph S. Fay Esqr
Boston.

My dear Sir:

I have your several notes upon the following subjects: Harbor defences, Commo Preble and Shawl for Mrs Fox. The Secretary has answered the letter you enclosed. There is not much to say. We did not follow the injunction "In peace prepare for war," and conse-

quently there is a state of incompleteness in our harbor defences that haste cannot remedy.

For a year we have offered a contract of large guns to every one who will take a contract similar to those under which Knapp, Parrott and Alger have been casting and yet but one successful gun has been manufactured. We have had since the passage of the iron clad bill (John P. Hale kept it in his pocket for two months after it passed the House) an open offer both as to that class of vessels and Marine Engines, to every one to come in and contract.

To be sure the number thus obtained is large, but still far short of the immediate wants of the Country and the premonitory symptoms which come over the water. Our harbors must be protected by obstructions combined with forts and ironclads. I hope we shall strike down all the enemy's remaining forts and come back to guard our own before any iron clads can be sent across the water.

Preble's case stands out alone Poor's letting out the Sumpter came nearest to it. We ordered a Court of Inquiry on him and the finding was very severe. We ordered him to be tried by Court Martial as an example and though he admitted that he could have caught the Sumpter, the Court *acquitted* him. Preble is honest, loyal and an officer of good character, very moderate abilities and an old friend of mine. If I was in your place I should sympathize with him and help him all I could, here I have no feeling for anyone who does not perform his duty and if the country sustains us we will continue to give them victories. If we are not sustained the loss is not ours, it falls upon the cause. The effect of Preble's dismissal has been most beneficial; nearly every vessel is now picked up.

Mrs. Fox will thank you for the Shawl when it comes, and both of us for the many courtesies you have extended to us.

Very truly yours,

G. V. Fox.

[G. V. FOX TO F. ENGLE]

Unofficial.

Navy Department
November 25th 1862.

Capt F. Engle
Gov. Naval Asylum,
Philadelphia.

Dear Sir:

I have your note of the 11th about the Earl of Hardwicke. It is a most interesting piece of history and I think ought to be given to the papers through somebody's hands. They are all our bitter enemies, glorying in our troubles and united to effect our permanent division. I trust we shall see a day of reckoning, and a year more of war will enable us to meet them. I return, herewith the letters with many thanks

Very respectfully—

G. V. Fox.

[G. V. FOX TO GEO. N. TATHAM, ESQ.]

Private

Navy Department.
November 28th, 1862.

My dear Sir:

I have your very interesting letter of the 23rd inst. One of our Ironclads now preparing for sea, is having a wooden deck put on over the iron one and attached by some kind of glue. The experiment is very interesting. Grantham's method is as follows: Angle iron, or rather T iron is riveted perpendicularly outside, looking like an exterior frame; between these transversely, short pieces of wood are wedged and the whole thoroughly caulked. Over this is a regular planking screwed into the first wood only by brass screws. These planks are caulked and coppered as in an ordinary vessel. If we build a big iron clad with our present eight, we shall try this plan or a similar one.

I am much obliged for your recipe which shall be tried.

I return the Daily News article. I also have your note of the 25th inst. and approve it.

Very truly yours,

G. V. Fox.

Geo. N. Tatham, Esq.
Philadelphia.

[G. V. FOX TO F. H. GREGORY]

Private.

Navy Department
December 4th, 1862.

My dear Admiral:

I have your several notes. We have at length got the Passaic here but in a melancholy condition. From the imperfect construction of the stays of her boiler and their inadequate size and number, we have lost the use of this vessel in the contemplated operations.

The survey says six weeks day and night will be required to finish her. Doubling this, which is the only safe rule, we have her here the 1st of next March. If the other boilers, which are understood to be after similar plans, are no better stayed, we shall have the same trouble and disaster unless looked to. Isherwood thinks an Engineer ought to have known of this trouble in inspecting the boilers during construction.

Will you give us the "Montauk" early as possible, since work was cut out for the Passaic which she can no longer perform. It is very hard to lose this vessel and think it could have been avoided by skillful attention.

Very truly yours,

Rear Admiral
F. H. Gregory, U. S. N.
New York.

G. V. Fox.

[E. LEUTZE TO G. V. FOX]

New York. Dec. 8, 1862.

My dear Fox.

I see with some apprehension notice in the papers that someone in Congress has cavilled and put the question as to the authority by which the supernumerary appointments had been made, for the Naval School.

My boy has arrived and is eager to enter the academy, please let me know with a word or two, whether there is any danger of a disappointment after all and when it may be decided, or if I had best apply to the President.

You will deeply oblige Yours truly

N. Y. E. LEUTZE

Waverly House
cor of 4th St. and Bdway.

[E. LEUTZE TO G. V. FOX]

[No date]

My dear Fox.

I made a mistake in the age of Eugene[1] he was born in Nov. 1847—not 46.—

Yours sincerely

U. S. Capitol E. LEUTZE

Thursday morn.

[1] Rear-Admiral Leutze.

[AMASA McCOY TO G. V. FOX]

[With enclosure]

Private

Harrisburg, Pa. 12th Dec. 1862.

Captain Fox, Assistant Secretary of the Navy

Dear Sir:

Having been in Washington several months before your Fort Sumpter enterprize was pressed upon the Cabinet, and having seen for myself the need of fresh energy in the Navy Department, I felt greatly cheered when I saw that you were made Assistant Secretary and I have always believed, and have often said, that you were the virtual head of the Department, and that we were largely indebted to you, for whatever the Department accomplished.

Without the honor of a personal acquaintance, and without feeling sure that you know anything about me, I venture to drop you this line, from no other motive than to serve the common cause. The printed scraps enclosed will show you the sphere in which I endeavor to help the war for our National Constitution and from them you must judge as to what attention should be paid to my representation.

Governor Curtin of this state has applied to the President requesting him to appoint Chief Engineer King, now superintending the monitors at Pittsburg, and late Chief Engineer of the Port Royal Fleet—to the vacant place of Engineer-in-Chief. The highest tributes to Mr. King's fitness are now on file from eminent Naval officers—Foote, Rowan, DuPont &c.

Now from what I know of the course of business in Washington, the letter will be referred by the President to the Secretary, and I take it, the Secretary will refer it to the Assistant Secretary, and it finally comes to this that the Engineer-in-Chief-ship will be filled by the man, but for whom Fort Sumpter would have been evacuated without a fight.

Under these circumstances, I beg to say that being acquainted with Mr. King's earnest study of the wants of this department, with reference not only to the Rebellion, but to the possible foreign war burden, I regard a foreign war within five years as almost inevitable, and only to be prevented by prodigious Naval preparations for War. I should consider it a fresh service to the Country, if you could feel it your duty to give your personal and official influence in favor of the appointment of Chief Engineer King.

And should you so appoint him, allow me to suggest whether you would not consider it wise to send him to visit the Navy Yards of France and England. This was suggested to Secretary Welles when the Rebellion first began; and for one, I now wish that it had been carried out.

Your place in the history of this War is to be most honorable; and as a citizen of the Republic, I pray you to leave nothing undone, not only to crush this Rebellion, but to bring us out of it the first and most formidable Naval Power in the world. To this end I believe you would find Chief Engineer King, an efficient aid.

With much esteem, Mr. Secretary,

I remain, Very truly yours,

AMASA MCCOY.

[J. W. KING TO G. V. FOX]

[With two enclosures]

Pittsburgh, Pa.
Decr 13th 1862.

Captain Fox Asst Sec'y of the Navy
Dr Sir

The enclosed letter and papers were sent here without solicitation on my part, and as I am obliged to forward them, I beg leave to say that if it is the intention of the Department to have an Engineer in Chief in addition to the Chief of the Bureau of Engineering, I have no doubt but that one of my Seniors would fill the place more ably than I could. I should, however, be highly gratified if permitted to visit Europe for the purpose of investigating all about the English & French iron clads, steam machinery, iron rolling mills, forges etc.

I am certain that the information obtained would be worth a great deal to the Navy, as well as to myself professionally.

At the beginning of the war I made application for such duty, but the Hon. Secretary thought it had better be postponed to a more appropriate time.

Respecty Your ob't svt

J. W. KING.

[D. AMMEN TO S. P. LEE]

[Endorsed by Lee to Fox at top of sheet. The "15th" under date in Lee's writing.]

Honble G. V. Fox— The suggestion of *Ammen* is heartily approved by me and forwarded for your consideration. Please read and return this to me.

S. P. LEE
Dec. 16/62

Wilmington, Del.
Decr 14th "62
15th

My Dear Lee:

Knowing your benevolence of disposition I have to ask the favor of allowing the "Patapsco" to go in and knock down Fort Caswell as we go South.

You will appreciate the advantage that this practice would be to us in heavier operations. Our battery in some respects is untried and therefore some light work for this class of vessel would be very advantageous.

You no doubt have a force sufficient to follow up and maintain any advantage arising from a panic, or if otherwise, from the solid qualities of this class of vessel.

The Passaic, Montauk and Patapsco will be ready I suppose by the 20th and I shall use every endeavor to get South as soon as possible.

The two first named vessels will be in Hampton roads in a day or so. The "Patapsco" is almost finished; I trust that a day or two more will allow me to go to

Phil[a]. for stores etc. and no time will be lost in getting ready.

Any arrangement that you would be willing to make for employment *en passant* along the coast would be duly appreciated by me.—I know that Admiral Du-Pont looks with some anxiety to our speedy arrival, but I feel satisfied that the delay of a day or so would be amply compensated by the increased experience with which we would go into action.

I have to express my pleasure at seeing you in so important a command and do not doubt that your operations will be all that could be hoped for.

I never go up and down the Delaware without thinking of twenty years ago.—Little Sammy Booth is now a man, but *Max.* is still a boy! In command of the Connecticut he assumed that to oblige any one was wanting in dignity and the respect due to himself. He could not imagine why he was disliked but no doubt consoled himself with the idea that it was envy, or that the truly great must hope to be appreciated after a lapse of time.

Hoping to see you as I go South, I am, very truly now as ever, your friend,

DAN[L] AMMEN.

Rear Admiral S. P. Lee,
Comg. N. Atlantic Squadron.

[C. H. WELLS TO G. V. FOX]

"Army of the Potomac"
Head Quarters of Gen. Burnside,
Opposite Fredericksburg, Va.
Decr. 15th, 1862.

My dear Fox,

When an officer places himself in front of the enemy, I take it that he cannot but meet with your approval. I left York on Wednesday morning, with Major Haller U. S. A. Commandant of Gen. Burnside's Head Quarters and arrived here on Thursday evening at the close of the bombardment of Fredericksburg which resulted in the capture of that place with very little loss on our side, but terribly destructive to the Rebels. I visited the city the next day, and saw the effects of our fire. Many houses were destroyed *completely* and others very much shattered. Had the town been bombarded by our navy 8 in. & 11 inch guns it would have been entirely destroyed. I only regret that the depth of water in the river will not permit our Gunboats coming up higher, as their fire would have probably driven the Rebels from their strong works and resulted in the entire defeat of the Rebel Army which is said to be two hundred thousand strong, at least so the prisoners state.

I witnessed the battle that took place on Saturday, and, for a portion of the time was in the city while the rebels were shelling it, in hopes of driving out our brave soldiers, but they failed completely.

The works of the Rebels are very strong and erected on commanding positions, so that they have greatly the advantage, and, probably on this account their loss as *yet* is not as heavy as ours. They will not come out of

their intrenched works to decide the contest, which only confirms me the more that they have not forgotten the lesson that was taught them at Antietam. The battle raged furiously all day (Saturday) even until after dark and yet our brave soldiers made headway though fighting an enemy that could seldom be seen. Since that eventful contest which covered our Army with immortal honor, there has been but little fighting, except an occasional fire of artillery.

Franklin's Corps has advanced and now almost touches the centre. I feel certain that the Rebels will be defeated and the Rebellion crushed at this point.

Our Gunboats cannot be seen from here, I believe they are about twenty miles below, and, I hear have done good service.

I presume there will be no objection to my remaining a few days longer, if only to see the winding up of this business.

If it were possible to send a few steamers here of very light draft of water carrying 8 & 11 inch guns, they would be of immense service, as the Rebels have a wholesome fear of our Gunboats. In case I should be wanted, a letter addressed to the care of Major Haller would reach me.

Would you be able to advance a brother-in-law of our mutual friend, the late George P. Welch, whose name is George Silver, now a Second Lieut: attached to Capt. Duvell's battery? Silver is my first cousin, and a graduate of the Jefferson Medical University, Phila., and was among the first to volunteer his services when the Rebellion broke out, and came to Washington with the first body of men, which were attacked in Baltimore. He served his three months as a private in the Ringold Battery from Reading, Pa., and a year ago rejoined another battery as a Second Lieut. He was at the battle

of South Mountain and Antietam and has taken a part in the battles before this city.

I am sure that you will use your influence, and see that he will not be passed over. In justice to him, it affords me pleasure to say, that he is perfectly satisfied with his present position, but we think at home that his services entitle him to promotion.

Sincerely yours,
C. H. WELLS

Maury's family left Fredericksburg about a week ago. I saw a Navy Officer's cocked hat in the possession of one of our soldiers. It probably belonged to Matthew.

Please forward the within letter, as I learn that no letters are sent from Washington from the army at this time. There is nothing in it of military nature.

[J. W. GRIMES TO G. V. FOX]

Burlington, Nov. 10, 1862.

Dr Fox.

I wrote you yesterday that I should be in Washington on Wednesday the 19th. Since then I have read yours of the 5th inst. I think I fully comprehend the League Island report. In the first place it was known that you favored securing the title. I had made a speech for it. Now however much it works upon our good opinion of ourselves or the estimation the world may have of us, yet it is nevertheless true that neither of us is in very good odour with the class of naval officers that composed that commission. To you is ascribed the merit in some people's estimation and in their opinion the

demerit of inaugurating the plan by which these few Admirals were quietly laid on the shelf and they attribute to me the office of having carried yours & Mr. Welles views into execution. If, therefore, they ever give the department, you, Mr. Welles and myself a gentle rap on the knuckles in their estimation they would be doing a very nice thing. And it was handsomely done. I could hardly expect them to do otherwise with the opportunity they had. In the second place, they are all old time officers. They look upon steam as an innovation and would dig up and scatter the dust of Watt and Fulton to the four corners of the earth if they could. They think that no vessel should be propelled otherwise than by wind, made of nothing but wood, commanded by no man under eighty years of age and governed by the naval regulations established by Admiral Benbow and illustrated by Capt. Jack Percival, peace to his bones. In the third place, the League Island project looked to no increase of yards but to the substitution of a copious one for a small & inconvenient one. If accepted the number of establishments would be precisely the same as at present. Now the highest ambition of all of these old fellows is, I find, to have command of one of these little "Imperium in imperio"—a navy yard. For then for years they are unlimited monarchs when once placed in command of one of them. It is asking a great deal of poor human nature to expect these old gentlemen who have been struggling along towards the top rounds of the ladder, when they have been virtually deprived by the necessities of the service of the privilege of commanding squadrons, and have an opportunity to increase their chances for an important & pleasant shore command, not to decide in their own favor and increase their chances for both position & money. Yet this was

one of the elements in their decision. I do not say it influenced them at all. I only say that it was most natural that it should influence them & if it did not, they are purer than most men. I think that there ought to have been some young officers on the commission—men who have a few modern ideas—men, the height of whose ambition in this war time, is not, as Mr. Brunt told us his was, to be in his quiet garden near Boston cultivating cabbages & poppies, but men who are ambitious to acquire glory for this country & themselves not only in risking their lives in battle, but by devoting their whole time & energies to the mastery of their profession and to a comprehension of the advances that are being made in it all over the world.

I have heard once or twice from Walker. He is in command of the Baron de Kalb and at last accounts was shaking with the ague. Your department has terribly excited Fessenden's ire because of the dismissal of Preble, who is his townsman and friend. He has written me twice about it, so look out for a little lightning about the first week in December. I shall be at the Continental in Philada. on the morning of the 18th. If you are that way give us a call.

Your friend,

JAMES W. GRIMES

[G. V. FOX TO I. S. OAKFORD]

Unofficial

Navy Department
December 18, 1862.

My dear Sir:

I have the pleasure of acknowledging your note dated London Octo. 29. I have also recd a previous

letter which was duly answered, but I should imagine was never received by you, since you do not mention its receipt. There is no cessation in the construction of iron clads, on the contrary every establishment in the country capable of doing this kind of work, is under full pressure by the orders of the Navy Department. We are also laying down a few vessels of 5000 & 7000 tons to be enabled to maintain our rights against those who rejoice over our calamities, and who would intervene if our resources or preparations diminished in the least.

We shall move down upon the few remaining ports of the rebels during January, and you will hear for the first time in history, the wail that will go up in England at the insignificance of forts to protect Harbors against the passage of Iron Clads. Scott Russell, Fairbairn & others were a scientific commission for the investigation and elucidation of the subject of iron armature, and have published a confidential report, which we should like very much to obtain if possible. Can you procure it? Trusting you are in the enjoyment of excellent health, and are as firm in the justice of our cause as we ourselves

I am truly yours &c

G. V. Fox.

I. S. Oakford Esq.,
London, England.

[G. V. FOX TO GEO. D. MORGAN]

Unofficial

Navy Department
December 18, 1862.

Geo. D. Morgan, Esq.,
Paris, France.

My dear Sir:

I have had the pleasure of receiving a note from you dated at Paris.

You see by the Public papers that the Navy Department gains in public estimation, and gains also in its conquests over the rebel regions, which are now nearly surrounded by Naval possessions.

The few remaining ports will be attacked during the winter, and must give way before the iron clads which are beginning to drop down the coast. I believe there is no work shop in the country capable of making steam machinery or iron plates and hulls that is not in full blast with Naval orders. Before another year we shall be prepared to defend ourselves with reasonable hopes of success against a foreign enemy, and in two years we can take the offensive with vessels that will be superior to any England is now building. The firmness, the integrity, and the judgment and coolness of the Secretary have been too much for his detractors. The sunlight falls full upon him, however dark the clouds that roll over the War Dept.

He has not had to wait for posterity to do him justice, it is fully accorded already, and will continue to be until the end of the chapter.

Burnside has met with a check but it is an unimpor-

tant one, which is of no earthly account in the great struggle. I hope you are enjoying yourself, and that you will stand to the faith that this outrageous rebellion will crush its author forever, and probably in a sea of blood.—The just retribution of Him who has permitted it to grow to such gigantic proportions that its fall may be the more striking.

Most truly yours,

G. V. Fox.

[G. V. FOX TO C. W. FIELD]

Unofficial

Navy Department
December 18 1862

Cyrus W. Field Esqr.
London. England.

Dear Sir:—

I have your several notes from England for which receive my thanks. I fear you cannot get for us the confidential report of Messrs. Fairbairn, Scott Russell &c. which we so much covet. Our Iron clads are being pushed with the greatest energy, those for ocean service as well as the harbor vessels. In the course of a year we shall have a fleet of over sixty in commission. We shall continue every effort to increase this number as the cheapest defence against those who mock at our calamities.

Wishing you every success in your great undertaking,

I am truly &c

G. V. Fox.

[CHARLES S. BOGGS TO G. V. FOX]

U. S. S. "Juniata"
December 20th 1862

Dr Sir:

I have again reported a break in the Engines of this vessel, this time it is the lugs of the main steam valve of the forward Engine that has given way.

The examination shews the metal to be of good quality and the Engineers report as their opinion that the lugs are too light, if this is so, the presumption is, that the lugs on the other valve are just as liable to break.

The speed of the vessel is far below the expectations of the Designer of the Engine this perhaps is not to be wondered at, considering the draft of the vessel 16½ Aft and 13⅝ Forward, and the great weight of the Engine.

A comparison between the "Juniata" of 1240 Tons and the "Brooklyn" 2070 Tons, may be instructive. The Boilers of a Steamer being her source of power, the performance of the vessel should bear a certain ratio, with the size of the Boilers, compared with Tonnage.

The Boilers of the "Juniata" are a little larger than those of the "Brooklyn," and of the same pattern; still, though 830 Tons smaller than the "Brooklyn," the best speed yet obtained, falls at least two knots short of the Brooklyn's, and that with a smaller screw and 8 ft. less pitch, she only gets about the same number of Revolutions: Does not this prove that there is a great loss of power somewhere? The larger vessel with less Boiler, making the best speed?

The great pressure of Steam required to start the Engines; shows how much friction there is to be overcome even now, after the Engines have made 317,477 Revolutions: something may also be due to the Model, as when Steaming from 7½ to 8 knots, the water is piled up heavily along side, the cut water.

I am therefore of the opinion that the "Juniata" will not make over an average speed of 7½ Knots at Sea, doing her best, burning one Ton of Coal per hour.

The difficulty of speedily reversing her Engines, the necessity of always carrying high steam, not less than 28 lbs. to insure this. The blowing off of steam when manœuvering the vessel—preventing all orders being heard: shew the risk any commander runs of failing in any undertaking entrusted to him.

The "Juniata" may be considered as a failure; falling as she does so far behind expectations, and not being an experimental vessel, and no new principles involved in her construction.

I suppose, and so no doubt did the Department in assigning me to the Command of the "Juniata," they were complimenting me; and that she would prove one of the most useful vessels in the service: therefore under the circumstances I hope I may be transferred to one in which I can prove that my zeal and energy for the cause of our Country, and the perpetuation of our Nationality, is unabated.

Very Truly Your Obdt. Servt.

CHAS. S. BOGGS.

G. V. Fox
Asst. Secty. of the Navy.

P. S. I find a serious leak in the Stern, as you will see in official report to the Honble Secretary of the Navy. Last night at anchor in the River water perfectly

smooth: she made 7 inches water in 10 hours: the Boilers being empty, and all valves carefully examined; this leak cannot come from the machinery.

C. S. Boggs

[G. V. FOX TO G. S. BLAKE]

Unofficial

Navy Department
December 23, 1862

Commo. Geo. S. Blake
Sup't Naval Academy
Newport R. I.

My dear Sir;

I suggested some time since to the Secretary the propriety of his writing an official letter to be read to the Midshipmen. Such a letter as a boy needs launched from home, with a naval life before him, which no parent can picture to him. With what grateful remembrance I should have held that person who could have placed in my hands, the day I entered the service, a little book of advice. Thousands of books are written for every path of life ashore, and every imaginable deviation therefrom. but I know nothing particularly adapted and addressed to midshipmen, unless it be Totten's letter in his text book. Mr. Welles writes with great force and power, and agrees to the idea, but at the same time he wishes the heads of a letter drawn up, upon which to base his production.

After thinking over the matter several weeks, I have determined to ask your advice and assistance. You know what the effect would be upon the boys, the time

it should be presented, and the subjects which could be most beneficially addressed to them.

If you concur with me that much good would arise from such a letter, I beg of you to give me a mem. of subject matter for the production. This will be confined to ourselves.

Congress have been somewhat excited at the Secretary's appointments, but are cooling off. I think however they will fill up the school in February, but tying his hands in the matter of doing it. Would it not be better for the Artist Leutze's son to go to school to Mr. Fay at Newport, who could judge very easily by February whether he could pass the examination for admission? The boy was never in this country, and though a promising looking young fellow he must make very little headway in an English examination. If Mr. Fay considered him unprepared in February, his time of entrance could be extended until September I believe, but once rejected would be fatal. Several parents of the boys have mentioned that money and other articles are stolen by the Midshipmen. I doubt if you know it. Do the regulations for the physical examination of those permitted, cover the cases of those boys who evidently will be *very* short men? If they do not, do you think they should express anything definite upon the subject?

Very respectfully &c,

G. V. Fox.

[FRED^{K}. EDGE TO G. V. FOX]

New York City: December 26th 1862.

Captain Fox.

Assistant Secretary of the Navy.

Dear Sir,

May I again trespass upon your kindness by asking permission to sail from this port "South" in one of the new Iron-Clads? The problem of sailing qualities at sea is an important one, and I should esteem myself fortunate in being permitted to report on it from experience.

I occasionally meet Captain John Rodgers at the Astor House, and I doubt not he would allow me to accompany him were you willing to grant me a pass.

Awaiting your reply, which I would ask you to address to the N. Y. Post Office as I shall thus get it several hours sooner,

I remain, Dear Sir,

Yours most respectfully,

FRED^{K}. EDGE.—

[FRED^{K}. EDGE TO G. V. FOX]

Astor House,
Stetson & Co.
New York.

Dec^{r}. 27th 1862.

Dear Sir,

I think I forgot to mention in my note to you on Friday that I desired to accompany the "Monitor Ex-

pedition" wherever it may be bound. You are aware of how much I am interested in this question of the Iron-Clads, and I shall esteem it a great favor indeed if you will permit me to be present when they settle the question for ever—as I am sure they will.

You have shown me so many kindnesses, during the past eighteen months, that I feel confident you will not refuse to grant me this.

I am, Dear Sir,

Yours very respectfully,

Captain Fox. FREDK. EDGE.—

Assistant Secy of the Navy.—

[G. S. BLAKE TO G. V. FOX]

Unofficial

Naval Acady Newport
27th Dec/62

My Dear Sir,

I have your favor of the 23d. Such an official letter as you speak of, would be just what our youths need, and would do *great good* to the institution. As you say, no parent can possibly picture to a youth the life he has before him on leaving home for the Naval Acady, and it seems to me, that it would be well to let such a letter accompany each permit. It would be as satisfactory in most cases to the parents, as to the youths themselves. If this is not thought advisable, the Suptdt might deliver a copy to each youth as he is admitted. In a few days I will send you the memoranda you suggest.

I think it would be very advisable for the son of Mr. Leutze to pass some time here, under the instruction

of Mr. Fay, who is a *very* competent person. Young Leutze is a fine looking lad, and from what his father told me, I should think that he had been very carefully instructed. I am inclined to think that he will pass the preliminary examination, but still that could be *positively* if he is placed under Mr. Fay's instruction.

I am pained at the statements which have been made to the Dept that we have pilferers among our boys. It has often been our misfortune to receive with a new class one or two whose notions of the meum and tuum were loose and you can have no idea of the anxiety which we always experience when such is unhappily the case. I have had several such dismissed. One in particular from New Jersey, by the name of Lennox, and for whom great interest was made, is now a convict at Sing Sing I am told. Some small sums of money have been lost this year from time to time, and we have two youths now under the strictest surveillance, but it is, as you will of course understand, impossible for me to act without convincing proof. But I regret that parents should not at first appeal to me. I always invite such appeals, and have never failed during my whole superintendence to answer the letter of a parent or guardian by return of mail, and with my own hand. I wrote over a thousand such letters last year, and have another nine this morning, without laying down my pen. Such correspondence is a powerful aid to discipline, and I, therefore, willingly bear the burthen of it. But I need not say to you, that no Superintendent can satisfy every one, so I am thankful that you give me an opportunity to explain this point.

Our regulations are silent upon the subject of stature. Five feet ten ($^{f}5\ ^{in}10$) the surgeons think is the best height for all vital purposes; and five feet, eight ($^{f}5\ ^{in}8$)

for a sailor. In our whole four hundred, we have but one who seems likely to fall below 5. f 8. in. If you think it advisable we could easily insert something in the regulations upon this subject, though Dr. Palmer thinks it hardly necessary.

Until now, we have considered the final *Academic* examination of the 1st class as the graduating examination. You will see that I ask the Department, officially, to change two articles of the regulations to meet the law. With this change, we shall be all right. I am compelled to-day to ask for several dismissals. The cases are utterly hopeless, and in my judgment the Academy should not be bothered with them.

I am rejoiced that you are able to bestow so much thought upon the Academy, and in the earnest hope that you will be able to look at us by and by, I remain most respectfully & truly yours,

G. S. BLAKE

G. V. Fox Esq.

P. S. Among all the Midshipmen who have reported at the Academy for examination, or who have been examined elsewhere within the last year, we have not known of one who seems to have indulged in the slightest degree in dissipation. All who have come here have brought excellent testimonials and have appeared gentlemanlike and correct. I think that this speaks well for the Academy. We are trying hard to root out profanity, with great success I think.

We have I think a young kinsman of yours, Blair from Missouri. He is doing finely.

G. S. B.

[J. W. GRIMES TO G. V. FOX]

Private

Washington Dec. 28th 1862

Dr Fox,

I am not an alarmist, but I have fears about what may occur in N. Y. during the next four weeks. The Navy can alone be relied on. Can you not put some vessels in the proper trim in N. Y. harbor for action without attracting attention? Can you send the marines to N. Y.? I am advised of trouble—perhaps you are— It may be a false alarm, I hope it is, but for God's sake be ready for any emergencies— I go to N. Y. this evening—may telegraph you.

Yours truly

J. W. GRIMES

[G. S. BLAKE TO G. V. FOX]

My Dear Sir,

I enclose a paper, from which some hints for such a letter as you tell me the Secty may address to our new appointees may be derived. It embraces advice which I gave to my son when he came to the institution, and which I am in the habit of giving from time to time to the midshipmen.

The more I think of the subject, the more I am impressed with the belief that such a letter as you speak of, would be a great boon to the Academy, and I would renew the suggestion made in my last that a copy of it

should accompany each permit. Would it not be well to have it lithographed? If you think so I could have it done here very beautifully and sent to you before the new permits are issued.

You will say that there is a great deal too much of my paper, and that perhaps my admonitions upon the subject of falsehood are uncalled for. Many lads come here with very loose notions in that respect; but they are for the most part corrected before they get into the higher classes. I touch upon seamanship, because some of our old officers have been rather inclined of late years to depreciate that branch of the profession upon the ground that steam will soon completely supercede it. A more fallacious notion could hardly be presented to a young officer.

I enclose a note which explains to you how much we are embarrassed upon a subject which you mentioned in your last.

Will you give me a single line when you have read my long and crude paper telling me whether I can do anything more in regard to that very important subject?

Believe me very respectfully & truly yours

G. S. BLAKE

G. V. Fox Esq.

Nav Acady, Newport
29th Dec/62

[C. H. BALDWIN TO G. V. FOX]

U. S. S. "Vanderbilt,"
Fayal Dec. 30" 1862

My Dear Mr. Fox,

I arrived here on the 24" inst, having kept in the track of the outward bound Ships, as far as I could

without going too much out of my way here. I was up as far North as 44°20′—but neither saw nor heard anything of our *Friend* 290.

Not hearing anything of him here, I had made up my mind to sail for the Canaries and Cape de Verde and then in default of any information over to Barbadoes.

I should think it important to have one Steamer at those Islands and at times to run up to Madeira, as I do not doubt, that any other ships leaving England, either as Pirates or to run the blockade, would go to one or other of these places to coal. Yesterday we had an arrival from Boston, bringing newspapers to the 17″ Dec^{r}, from which I learn of the "Alabama" at the Windward Isl^{ds}. So have made up my mind to sail at once for Barbadoes, in hopes of information.

I coaled all right and hope to sail this eve. I shall have taken in 350 tons Welsh Coal which will give me near 1200 tons. I purchased it from Mr. Dabney our Consul at 44^{s} Sterling per ton, the same price he gets from the English and French Gov^{ts}, with both of which he has contracts to supply all they may want.

I have found this gentleman, all one could wish, but don't always find these Consuls desirous to do anything and everything to aid us. For instance, Yesterday came in here a Spanish transport Steamer, short of coal, having on board the Captain General of Cuba and family, returning to Spain. They wanted 300 tons of coal, paying 50 Shillings St^{g} for it, but he would only let them have 200 tons, so that I might have what I wanted. This one does not find every day. He possesses very great influence with the local gov^{t} here.

As I was not empowered to draw on Baring Bros. I drew on the Dep^{t} at Washington for the am^{t} of this and some fresh Provisions for the crew, which I presume is in order though Exc is more favorable on Lon-

don than on N. York, besides the discount on our currency. I have arranged to draw at par, counting the prem on Gold at the latest dates.

I spoke to Admiral Paulding about being empowered to draw on London before I left N. York. Also, I made a requisition for $500 in Gold to use for fresh Provisions and Pilotage, some days before I sailed from New York, but got no reply. So I have to do the best I can.

In regard to your query as to hiring a coaling station here, I should say this harbour is by no means a good one, being open to the S^{d} & S^{o} & E^{d}, and also to the N^{d} & E^{d}—both these winds bring in a heavy swell.

Also there is no place on shore to land coal, the only place, Apple Cabin, being owned by Mr. Dabney, who keeps under *cover* always at least 1000 tons and who will supply our cruisers at the same rate as he does the English and French vessels which I think is less than it would cost our Gov^{t} to keep a supply for.

If you, however, should decide on sending coal here, it will have to be kept afloat and you should not fail to direct the vessels to have extra moorings, as the swell is at times (principally in the winter) very heavy.

Trust you will approve my decision in going over to the W. Indies. I cannot but think I will at least hear of him there. I still think the chances are in favor of his having (if he has left the Windward Islands) gone somewhere off Pernambuco, as in that neighborhood both the outward bound California ships and homeward bound ships from the Pacific and S. America pass.

What a pity the news was not telegraphed from Halifax, where it appears they had it on the 7$''$ Dec^{r}, to New York, as I did not sail till the 10$''$ inst. However, we must do the best we can and hope that we shall have good luck yet.

This ship is in excellent order and ready for a pair of 290's.

I have 3½ months Provisions on hand, so can if required stay out a long time.

Believe me Faithfully Yours

C. H. BALDWIN

[G. V. FOX TO GEORGE W. BLUNT]

Unofficial

Navy Department
December 30, 1862

Geo. W. Blunt, Esq.
New York.

Dear Sir:

I have your several notes. The slip of paper from the Sunday Times, about Pres. Lincoln calling for a song, whilst riding over the field with Gen'l McClellan is too absurd to contradict. No one here ever heard of it. I don't know who DeKay is,—if it is a young man that Goldsborough recommended for an Ensign, who had only been to sea for 15 months, the Secy has refused to promote him, not having seen service enough. We don't make a graduate of the Naval School, an Ensign, under four years' hard teaching. The recommendation of a Navy Officer, in violation of the order of the Dept, only subjects him to reproof without assisting the applicant. Your letter of the 27th about vessels sent into the South Atlantic in search of the Alabama, can be answered freely.

The Mohican has gone over to the Cape de Verds. The Ino to St. Helena, and the San Jacinto was bound

down the coast of Brazil when she met the Alabama at Martinique. We have 14 vessels in pursuit of the 290, which is as many as it is possible to send at present, though if Wilmington is taken we can send more. Wilkes has four vessels, was especially charged with watching the safety of the Cala. steamers and ought to have been off the East end of Cuba long ago, but in violation of orders he has hung around Nassau, irritating the authorities, without making a capture. The frequent notices you see of vessels being chased by privateers, are our armed sailing vessels, many of which are now cruising in the track of merchantmen. The Dept. has offered to convoy the Cala. steamers, and also to put on board any battery required. The Ariel must have had a poor lookout, to let that vessel get within half a mile before discovering her. We shall send the Comet on the 1st for the Treasure. Will you ascertain if the Ariel was captured within 3 miles of land, and if not, why she did not run in towards land, to make the capture in Spanish waters?

Very respectfully

G. V. Fox.

[G. V. FOX TO J. W. KING]

Unofficial

Navy Department
December 30, 1862.

Ch. Engr. J. W. King, U. S. N.
Pittsburg, Pa.

Dear Sir:

I have your note of the 13th inst. The law making a Bu. of Stmr Engr. and providing for the appointment

of a chief is construed as repealing the law authorizing the app't of Engr. in Chief. With regard to sending Officers abroad, the Secretary is decidedly opposed to it. All information can better be obtained by private agents, since most Govts are hostile to us, and would extend no courtesies to our officers; moreover the Country cannot spare officers who must stay at home and uphold the Gov't by every means in their power.

Very respectfully &c,

G. V. Fox.

[G. V. FOX TO W. L. GAGE]

Unofficial

Navy Department
December 30, 1862

Rev. W. L. Gage,
Portsmouth, N. H.

Dear Sir:

I have not answered your last application because I hoped to have been able to assist you to the desired place. It is however most difficult during a Session of Congress to obtain an appointment of this kind without political influence.

The members watch us very sharp, and having great power over all the Dept's of Government, generally get what they want. Mr. Ely the member of Congress from New York who was captured at Bull Run, and imprisoned at Richmond, sells appointments, and so openly, that it is notorious. Do you wonder that the wrath of God is upon us? I suppose you know that I was the principal person in bringing on this war, by persuading the Prest that Fort Sumter could be re-

lieved, and the attempt was ordered by the Pres't. but so late, that the surrender took place before the force arrived there.

About the time I was doing this action, and having as I always have had, the full confidence of the Prest, Mr. Blair at my instigation nominated my father as Postmaster of Lowell. He is one of the old Congregational type of the New England puritan school— Republican in politics from the start. For what little I have done for my country I only asked this Appt. as my father is poor.

It was refused by the Pres't because the M. C. from that district wanted another person, and yet that M. C. is opposed to the policy of the Administration. I mention this because I know you to be a good man, and an inside picture will open your understanding more than any declaration. I will try sincerely to help you.

Very Respectfully,

G. V. Fox

[G. V. FOX TO HENRY S. CRABBE]

Unofficial

Navy Department
December 31 1862

Henry S. Crabbe Esq.
Phila. Navy Yard,

My dear Sir:

I have your letter of Dec. without day. I have been laboring under a misapprehension with regard to your views, arising probably from the fact that your batch of letters from officers sent in at my instigation were

sent to a board we have, revising rules and rank, without reading. I assumed from your first communication that rank with shipmates was what the Secy's desired, and it had frequently occurred to me that their position in this respect was inferior, and we propose remedying it. With regard to making Secretaries a permanent appointment by law, I should like to hear the subject discussed in Congress. I gave the Prof. my ideas of its impracticability from what I know of the temper of our people, which is against multiplying permanent places. It is anti-Republican and anti-Democratic, and one great superiority of our institutions over those of all other countries, is the fact that all our public servants are frequently returned to the people. Look at the Army and the Navy, and see who are the most efficient and loyal officers. Those who have been longest in their permanent places, or those who are not yet ruined in ambition by the certainty of a fixed and advancing position, under all changes during life? However as my opinion is only that of an individual, I would advise your grade to petition Congress, and let the matter be discussed, nothing but good can come from open, fair discussion, and no good cause will ever shrink from it.

I am respectfully &c

G. V. Fox

[R. B. HITCHCOCK TO G. V. FOX]

Unofficial

U. S. S. Susquehanna, Off Mobile
Dec. 31st, 1862.

Capt. G. V. Fox
Secretary &c &c
My dear Sir:

We are in a bad fix off this place— Our good Admiral, as you know, is in the River. He has left *all* the force he can possibly spare out side, but the Steam works of the vessels have been so constantly in use, they require repairs constantly— The "Oneida" has been run into by the "Supply," and will take some weeks to get right. This ship takes her place, but has not the power of locomotion. Mr. Isherwood made a great mistake in his statement as to the length of time she would be serviceable. *She was not so* when she left Norfolk, and now she cannot even be got North until next summer. Still we will do all we can, but I am afraid something will turn up that may require us to move—which we cannot. We got her down here at the rate of *three knots* with our "safety valves" made fast. I am not "growling," but wish *you* to know how things stand here, so as not to expect too much of us. If you have got any *fast* vessels that have *guns,* do send some to this point. We positively require some vessels to cruise outside the line off Mobile, but cannot take them from guarding the channels.

If *I* was inside I would come out the first dark night, and not mind all the vessels you could put off here. We

keep a vessel inside the Bar at night, and are doing all we can to make them think we will stop them—and will do it if possible. We are so far off, I am afraid you forget us. Norfolk and Dupont, seem to stop all coming this way.

Do send us a vessel or two that *is in order*—"Canandaigua," or something of that kind.

I wish *you* a Happy New Year, which is more than I have. Truly yours,

R. B. HITCHCOCK

[F. A. PARKER TO G. V. FOX]

U. S. S. Mahaska, Yorktown. Dec 31st, 1862.

My dear Fox:

I beg to call your attention to the problems and diagrams submitted by me today to the Department. With a large number of boats at the Washington Navy Yard, I was enabled to put my theory in practice last winter & fall, and I acquired more practical experience of *Naval tactics* in my months *of daily drill* than I had previously acquired in my quarter-of-a-century's service in the Navy. With any good system of steam tactics adopted by the Government, to which Commanding Officers would be obliged to conform, I believe our Navy would prove to be the most efficient of the Navies of the World; without it you will agree with me in considering it, *for squadron or fleet fighting* an *artillery mob.*

In the *mere sketch* submitted to the Dept. I have not, of course, indicated the parts &c &c. of Admirals and Comng Officers.

Believing that the subject will meet with the attention from you which its importance demands, at a time when a conflict with the vast navies of Europe seems to be near at hand,

I remain, in haste, Very truly yours,
FOXHALL A. PARKER

Hon'ble G. V. Fox
Ass't Sec. of the Navy.


THE·DE VINNE·PRESS

THE NAVAL HISTORY SOCIETY

THE NAVAL HISTORY SOCIETY has been established for the purpose of publishing and preserving manuscripts, documents, and writings relating to our naval history, naval art and science, and the surroundings and experiences of seamen in general and of American seamen in particular.

THE SOCIETY HAS ALREADY ISSUED:

For 1910: Volume I. *The Logs of the Serapis, Alliance, Ariel, Under the Command of John Paul Jones, 1778–1780.* Edited by John S. Barnes.

For 1911: Volume II. *The Narrative of Nathaniel Fanning, an Officer of the Revolutionary Navy.* Edited by John S. Barnes.

For 1912: Volume III. *The Despatches of Molyneux Shuldham, Vice-Admiral of the Blue and Commander in Chief of His Britannic Majesty's Ships in North America, January–July, 1776.* Edited by Robert W. Neeser.

For 1913: Volume IV. *The Out-Letters of the Continental Marine Committee and Board of Admiralty, 1776–1780.* Volume I, edited by Dr. Charles Oscar Paullin.

For 1914: Volume V. *The Out-Letters of the Continental Marine Committee and Board of Admiralty, 1776–1780.* Volume II, edited by Dr. Charles Oscar Paullin.

For 1915: Volume VI. *Letters and Papers relating to the Cruises of Gustavus Conyngham, a Captain of the Continental Navy, 1777–1779.* Edited by Robert W. Neeser.

For 1916: Volume VII. *The Despatches of Thomas Graves, R. N., 1781.* Edited by Rear Admiral French E. Chadwick, U. S. N.

For 1917: Volume VIII. *The Papers of Francis Gregory Dallas, U. S. Navy. Correspondence and Journal, 1837–1859.* Edited by Gardner W. Allen.

For 1918: Volume IX. *Confidential Correspondence of Gustavus Vasa Fox, Assistant Secretary of the Navy during the Civil War.* Volume I. Edited by Colonel Robert M. Thompson and Rear Admiral Richard Wainwright, U. S. N.

For 1919 and 1920: Volume X. *Confidential Correspondence of Gustavus Vasa Fox, Assistant Secretary of the Navy during the Civil War.* Volume II. Edited by Colonel Robert M. Thompson and Rear Admiral Richard Wainwright, U. S. N., with a Foreword by Rear Admiral Caspar F. Goodrich.

Any person wishing to become a member of the Society is requested to apply to the Secretary, 35 West 42nd Street, New York City, who will submit his name to the Board of Managers. The annual subscription is Five Dollars, the payment of which entitles the member to receive one copy of all works issued by the Society for that year.

973.75 F791t v.2
Fox, Gustavus Vasa/Confidential corres
3 7048 00161 776

973.75-F791t Herr 6/1 5/23 34598
AUTHOR
Fox, G.V. v.2.
TITLE
Confidential correspondence
DATE DUE | BORROWER'S NAME
NE Welling
973.75-F791t 34598
DEC 9 1958 Pd
SEP 12 '60
MR 23 '60
OCT 19 '60
APR 15 1963
MAY 11 '61
FEB 3 '64
MAY 7 '68
MAR 13 '65
MAR 5 '68

WITHDRAWN
UNIV OF MOUNT UNION LIBRARY